



# North East Cambridge Area Action Plan Proposed Submission Plan Statement of Consultation

Greater Cambridge Planning Service

November 2021

## Contents

1. Introduction.....	12
Note about Duty to Cooperate .....	12
2. Consultation and engagement undertaken to date .....	14
2.1 Background to the development of the Area Action Plan .....	14
2.2 Research, evidence gathering and front-loading engagement (2013-2014) .....	14
2.3 Issues and Options 1 Consultation (2014-15) .....	16
2.4 Preparation for the Issues and Options 2 consultation.....	17
2.5 Issues and Options 2 Consultation (2019) .....	18
2.6 Stakeholder and community engagement during preparation of the Draft Area Action Plan .....	18
2.7 Draft Area Action Plan consultation (2020) .....	21
2.8 Stakeholder and community engagement during the preparation of the Proposed Submission Plan .....	22
3.0 Consultation on the Proposed Submission Area Action Plan .....	22
<b>Appendix A: Report on the Cambridge Northern Fringe East Issues and Options consultation (2014-15) .....</b>	<b>24</b>
1. About the consultation.....	24
2. Summary of main comments made against each question.....	25
Chapter 2 – Question 1 (Vision).....	25
Chapter 3: Question 2 (Development Objectives).....	27
Chapter 4 – Question 3 (Area Action Plan boundary) .....	30
Chapter 4 – Question 5 (Area Action Plan boundary extension – Option B Chesterton Sidings Triangle).....	33
Chapter 4 – Question 6 (Naming the development area).....	34
Chapter 4 – Question 7a (Naming the proposed new railway station Cambridge Science Park).....	34

Chapter 4 – Question 7b (Naming the proposed new railway station Chesterton Interchange Station).....	35
Chapter 4 – Question 7c (Naming the proposed new railway station Cambridge North Station).....	36
Chapter 4 – Question 7d (Naming the proposed new railway station Cambridge Fen Station) .....	37
Chapter 4 – Question 7e (Naming the proposed new railway station - other suggestions).....	38
Chapter 6 – Question 8 (Site context and constraints).....	38
Chapter 7 – Question 9 (Development Principles) .....	41
Chapter 8 – Question 10 (Redevelopment Options – Option 1).....	47
Chapter 8 – Question 11 (Redevelopment Options - Option 2).....	49
Chapter 8 – Question 12 (Redevelopment Options - Option 3).....	52
Chapter 8 – Question 13 (Redevelopment Options - Option 4).....	55
Chapter 8 – Questions 10 to 13 (Redevelopment Options 1-4) .....	58
Chapter 8 – Question 14 (Redevelopment Options) .....	60
Chapter 9 – Question 15 (Policy Options).....	63
Chapter 9 – Question 16 (Policy Options).....	64
Chapter 9 – Question 17 (Policy Options).....	65
Chapter 9 – Question 18a (Building Heights).....	66
Chapter 9 – Question 18b (Building Heights).....	68
Chapter 9 – Question 18c (Building Heights) .....	70
Chapter 9 – Question 18d (Building Heights).....	72
Chapter 9 – Question 19 (Balanced and integrated communities).....	73
Chapter 9 – Question 20 (New Employment Uses).....	75
Chapter 9 – Question 21 (Shared Social Space) .....	77
Chapter 9 – Question 22a (Change of use from office to residential or other uses – Option a) .....	79

Chapter 9 – Question 22b (Change of use from office to residential or other uses – Option b) .....	80
Chapter 9 – Question 22c (Change of use from office to residential or other uses – Option c) .....	81
Chapter 9 – Question 23a (Cambridge Science Park – Option a).....	82
Chapter 9 – Question 23b (Cambridge Science Park – Option b).....	83
Chapter 9 – Question 23c (Cambridge Science Park – Option c) .....	84
Chapter 9 – Question 24a (Change of use from industrial to other purposes at Nuffield Road – Option a).....	85
Chapter 9 – Question 24b (Change of use from industrial to other purposes at Nuffield Road – Option b).....	86
Chapter 9 – Question 24c (Change of use from industrial to other purposes at Nuffield Road – Option c).....	87
Chapter 9 – Question 24d (Change of use from industrial to other purposes at Nuffield Road – Option d).....	87
Chapter 9 – Question 25 (Balanced and Integrated Communities – Wider Employment Benefits).....	88
Chapter 9 – Question 26a (Hotel and Conferencing Facilities – Option a).....	90
Chapter 9 – Question 26b (Hotel and Conferencing Facilities – Option b).....	91
Chapter 9 – Question 26c (Hotel and Conferencing Facilities – Option c) .....	92
Chapter 9 – Question 26d (Hotel and Conferencing Facilities – Option d).....	94
Chapter 9 – Question 27 (Housing – Housing Mix).....	95
Chapter 9 – Question 28 (Housing - Affordable Housing Requirement).....	96
Chapter 9 – Question 29a (Housing - Private Rented Accommodation – Option a).....	97
Chapter 9 – Question 29b (Housing - Private Rented Accommodation – Option b).....	98
Chapter 9 – Question 29c (Housing - Private Rented Accommodation – Option c).....	99
Chapter 9 – Question 30a (Housing - Student Housing – Option a).....	100

Chapter 9 – Question 30b (Housing - Student Housing – Option b).....	100
Chapter 9 – Question 30c (Housing - Student Housing – Option c).....	101
Chapter 9 – Question 9d (Housing – Student - Housing – Option d).....	102
Chapter 9 – Question 30e (Housing - Student Housing – Option e).....	102
Chapter 9 – Question 31 (Services & Facilities - Provision of services and facilities) .....	103
Chapter 9 – Question 32 (Services & Facilities - New Local Centre) .....	105
Chapter 9 – Question 33 (Services & Facilities - Open Space Standards) .....	106
Chapter 9 – Question 34 (Transport – Key transport and movement principles) .....	108
Chapter 9 – Question 35 a (Transport – Modal share target - Option a) .....	112
Chapter 9 – Question 35 b (Transport – Modal share target - Option b) .....	113
Chapter 9 – Question 35 c (Transport – Modal share target - Option c) .....	115
Chapter 9 – Question 35 d (Transport – Modal share target - Option d) .....	115
Chapter 9 – Question 36a (Transport – Vehicular access and road layout - Option a) .....	117
Chapter 9 – Question 36b (Transport – Vehicular access and road layout - Option b) .....	119
Chapter 9 – Question 36c (Transport – Vehicular access and road layout - Option c) .....	121
Chapter 9 – Question 36d (Transport – Vehicular access and road layout - Option d) .....	122
Chapter 9 – Question 37a (Transport – Parking at transport interchange - Option a).....	125
Chapter 9 – Question 37b (Transport – Parking at transport interchange - Option b).....	126
Chapter 9 – Question 37c (Transport – Parking at transport interchange - Option c).....	127
Chapter 9 – Question 38a (Transport – Car Parking standards - Option a) ....	128
Chapter 9 – Question 38b (Transport – Car Parking standards - Option b) ....	129

Chapter 9 – Question 38c (Transport – Car Parking standards - Option c).....	131
Chapter 9 – Question 38d (Transport – Car Parking standards - Comments)	132
Chapter 9 – Question 39a (Transport – Cycle Parking standards - Option a) .	134
Chapter 9 – Question 39b (Transport – Cycle Parking standards - Option b) .	135
Chapter 9 – Question 39c (Transport – Cycle Parking standards - Option c) .	136
Chapter 9 – Question 39d (Transport – Cycle Parking standards - Option d) .	137
Chapter 9 – Question 40 (Transport – Movement, severance & permeability)	138
Chapter 9 – Question 41a (Climate change & Environmental quality – Sustainable design & construction & flood risk - Option a).....	142
Chapter 9 – Question 41b (Climate change & Environmental quality – Sustainable design & construction & flood risk - Option b).....	143
Chapter 9 – Question 41c (Climate change & Environmental quality – Sustainable design & construction & flood risk - Option b).....	145
Chapter 9 – Question 42 (Climate change & Environmental quality – Renewable & low carbon energy generation) .....	146
Chapter 9 – Question 43 (Climate change & Environmental quality – Health Impact Assessment).....	147
Chapter 9 – Question 44 (Climate change & Environmental quality – Alternative policy approaches).....	149
Chapter 9 – Question 45 (Development Management policies).....	149
Chapter 10 – Question 46 (Infrastructure and delivery - Infrastructure) .....	151
Chapter 10 – Question 47a (Infrastructure and delivery – Phasing and delivery approach).....	152
Chapter 10 – Question 47b (Infrastructure and delivery – Phasing and delivery approach).....	153
Chapter 10 – Question 48 (Infrastructure and delivery – Plan monitoring).....	154
Chapter 10 – Question 49 (Infrastructure and delivery – Other comments .....	155
Consultees at Issues and Options 1 (2014) .....	157
<b>Other</b> .....	165

<b>Appendix B: North East Cambridge Area Action Plan Issues and Options consultation (2019)</b> .....	167
1. About the consultation .....	167
2. Summary of representations and responses to each question .....	168
Chapter 1 – Question 1 (Naming the Plan) .....	168
Chapter 3: Question 2 (Area Action Plan Boundary).....	169
Chapter 4 – Question 3 (NEC Today) .....	171
Chapter 4 – Question 4 (Existing constraints).....	173
Chapter 5 – Question 5 (Future Vision for the North East Cambridge area) ...	176
Chapter 5 – Question 6 (Overarching Objectives).....	177
Chapter 6 – Question 7 (Indicative Concept Plan) .....	180
Chapter 6 – Question 8 (Creating a Mixed-Use City District) .....	183
Chapter 6 – Question 9 (Creating a Mixed-Use City District) .....	185
Chapter 6 – Question 10 (Creating a Mixed-Use City District) .....	186
Chapter 6 – Question 11 (Creating a Mixed-Use City District) .....	187
Chapter 6 – Question 12 (District Identity) .....	190
Chapter 6 – Question 13 (Creating a healthy community) .....	191
Chapter 6 – Question 14 (Cambridge Regional College).....	193
Chapter 6 – Question 15 (Building Heights and Skyline) .....	194
Chapter 6: Question 16 (Local movement and connectivity).....	197
Chapter 6 – Question 17 (Crossing the railway line).....	204
Chapter 6: Question 18 (Milton Road Connectivity) .....	207
Chapter 6 – Question 19 (Development fronting Milton Road).....	214
Chapter 6 – Question 20 (Managing car parking and servicing) .....	216
Chapter 6 – Question 21a (Managing car parking and servicing) .....	218
Chapter 6 – Question 21b (Managing car parking and servicing) .....	220
Chapter 6 – Question 22 (Managing car parking and servicing) .....	221

Chapter 6 – Question 23 (Car and other motor vehicle storage).....	222
Chapter 6: Question 24 (Green Space Provision).....	224
Chapter 7 – Question 25 (Non car access).....	231
Chapter 7 – Question 26 (Car usage in North East Cambridge).....	235
Chapter 7 – Question 27 (Car usage in North East Cambridge).....	237
Chapter 7 – Question 28 (Car parking).....	239
Chapter 7 – Question 29 (Cycle parking).....	240
Chapter 7 – Question 30 (Cycle parking).....	242
Chapter 7 – Question 31 (Cycle parking).....	243
Chapter 7 – Question 32 (Innovative approaches to movement).....	245
Chapter 7 – Question 33 (Linking the station to the Science Park).....	246
Chapter 8 – Question 34 (Types of employment space).....	248
Chapter 8: Question 35 (Types of Employment Space).....	250
Chapter 8: Question 36 (Approach to Industrial Uses).....	254
Chapter 8 – Question 37 (Approach to industrial uses).....	256
Chapter 9 – Question 38 (Housing mix).....	258
Chapter 9 – Question 39 (Housing mix).....	259
Chapter 9 – Question 40 (Affordable Housing).....	261
Chapter 9 – Question 41 (Affordable Housing).....	262
Chapter 9 – Question 42 (Custom Build Housing).....	264
Chapter 9 – Question 43 (Houses in Multiple Occupation (HMO)).....	265
Chapter 9 – Question 44 (Private Rented Sector (PRS) Housing).....	265
Chapter 9 – Question 45 (Private Rented Sector (PRS) Housing).....	267
Chapter 9 – Question 46 (Private Rented Sector (PRS) Housing).....	267
Chapter 9 – Question 47 (Private Rented Sector (PRS) Housing).....	268
Chapter 9 – Question 48 (Private Rented Sector (PRS) Housing).....	269



Chapter 9 – Question 49 (Private Rented Sector (PRS) Housing).....	269
Chapter 9 – Question 50 (Other forms of specialist housing, including for older people, students & travellers).....	270
Chapter 9 – Question 51 (Quality and Accessibility of Housing).....	272
Chapter 9 – Question 52 (Quality and Accessibility of Housing).....	273
Chapter 9 – Question 53 (Quality and Accessibility of Housing).....	274
Chapter 9 – Question 54 (Quality and Accessibility of Housing).....	275
Chapter 10 – Question 55 (Retail and Leisure).....	276
Chapter 10 – Question 56 (Retail and Leisure).....	277
Chapter 10 – Question 57 (Community Facilities).....	279
Chapter 10 – Question 58 (Open Space).....	283
Chapter 10 – Question 59 (Open Space).....	284
Chapter 10 – Question 60 (Open Space).....	286
Chapter 10 – Question 61 (Open Space).....	287
Chapter 11: Question 62 (Carbon Reduction Standards for Residential Development).....	288
Chapter 11 – Question 63 (Sustainable design and construction standards)..	291
Chapter 11 – Question 64 (Reviewing sustainability standards in the future) .	293
Chapter 11 – Question 65 (Site wide approaches to sustainable design and construction) .....	294
Chapter 11 – Question 66 (Site wide approaches to sustainable design and construction) .....	296
Chapter 11 – Question 67 (Biodiversity) .....	297
Chapter 11 – Question 68 (Smart technology).....	299
Chapter 11 – Question 69 (Waste Collection).....	300
Chapter 12 – Question 70 (Phasing and relocations).....	301
Chapter 12 – Question 71 (Phasing and relocations).....	302
Chapter 12 – Question 72 (Funding & Delivery infrastructure).....	303

Chapter 12 – Question 73 (Funding & Delivery infrastructure).....	305
Chapter 12 – Question 74 (Development viability) .....	306
Chapter 12 – Question 75 (Land assembly and Compulsory Purchase Orders) .....	307
Chapter 12 – Question 76 (Land assembly and Compulsory Purchase Orders) .....	307
Chapter 12 – Question 77 (Joint working).....	308
Chapter 12 – Question 78 (Pre-Area Action Plan Planning Applications) .....	310
Chapter 12 – Question 79 (Meanwhile (Temporary) uses) .....	311
Chapter 12 – Question 80 (Meanwhile (Temporary) uses) .....	312
Chapter 12 – Question 82 (Meanwhile (Temporary) uses) .....	313
Chapter 13 – Question 83 (Equalities Impacts).....	314
Chapter 13 – Question 84 (Other comments) .....	316
Interim sustainability appraisal – North East Cambridge Issues and Options 2019 .....	320
3. Consultees at Issues and Options 2 (2019).....	321
<b>Duty to co-operate bodies</b> .....	321
<b>Specific Consultation bodies</b> .....	321
<b>Councillors and MPs</b> .....	322
<b>Community Organisations</b> .....	323
<b>Environmental Groups</b> .....	323
<b>Major City Businesses and Networks</b> .....	323
<b>Education</b> .....	323
<b>Local Residents Associations/Groups</b> .....	323
<b>Key Delivery Stakeholders</b> .....	323
<b>Other</b> .....	323
Appendix C: Draft North East Cambridge Area Action Plan consultation (2020)....	324

1. About the consultation .....	324
2. Who did we reach with the consultation?.....	326
3. How could representations be made?.....	329
4. How many responses did we receive? .....	330
5. What comments were received, and how have we taken them into account? .....	332
Introduction .....	332
Analysis of responses to the ten big questions .....	332
Analysis of responses to the draft Area Action Plan.....	336
What you told us about the Draft NEC AAP (2020) .....	337
Schedule of representation reference IDs and the polices they relate to .....	525
6. Questions raised at online consultation events.....	601
Q&A 1: About the Area Action Plan - 4 August 2020 .....	601
Q&A 2: Business, skills and training – 13 August 2020.....	602
Q&A 3: Climate change and water – 17 August 2020 .....	603
Q&A 4: Open spaces and biodiversity – 26 August 2000.....	603
Q&A 5: Homes and community facilities – 3 September 2020 .....	604
Q&A 6: Design and density – 9 September 2020.....	604
Q&A 7: Walking, cycling, and reducing car use – 15 September 2020 .....	605
Q&A 8: About the Area Action Plan – 21 September 2020 .....	608
Appendix D: North East Cambridge Area Action Plan: text changes between draft plan and Proposed Submission versions .....	611

## 1. Introduction

This document sets out how the Greater Cambridge Shared Planning Service has undertaken consultations in the preparation of the Proposed Submission North East Cambridge Area Action Plan. The statement provides an overview of the following:

- who was invited to make representations,
- how they were invited to do so,
- summaries of the main issues raised in the representations, and
- summarises how these have been addressed in the Proposed Submission Plan, and
- includes a version of the plan identifying all the detailed changes made

This Statement of Consultation complies with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and the Councils' jointly adopted Statement of Community Involvement 2019 and subsequent addendums to it, which can be viewed here: [Statement of Community Involvement](#).

At each stage of the plan-making process we check to ensure that our consultation approach meets the standards set out in the Statement of Community Involvement.

The document has been updated at each stage of the plan making process. It currently details consultation undertaken in relation to:

- Research, evidence gathering and front-loading engagement (2014)
- Issues and Options 1 consultation (2014)
- Issues and Options 2 consultation (2019)
- Draft Area Action Plan consultation (2020)
- Other engagement and consultation undertaken between the formal consultation stages.

### Note about Duty to Cooperate

The duty to cooperate is a legal test that requires cooperation between local planning authorities and other public bodies to maximise the effectiveness of policies for strategic matters in Local Plans.

To demonstrate how the councils have complied with the duty to cooperate in the preparation of the North East Cambridge Area Action Plan, Greater Cambridge Shared Planning Service has published the following documents which have a relationship with this Statement of Consultation:

- North East Cambridge Area Action Plan Duty to Cooperate Statement of Common Ground - this provides an audit trail demonstrating how the councils have addressed the duty to cooperate, which includes but goes beyond the engagement set out in this Statement of Consultation.
- North East Cambridge Area Action Plan Proposed Submission Duty to Cooperate Statement of Common Ground - this sets out the main areas of common and uncommon ground with relevant partners on strategic cross-boundary matters, as the outcomes of the process of engagement referred to above.

## **2. Consultation and engagement undertaken to date**

### **2.1 Background to the development of the Area Action Plan**

The Local Development Schemes of both Cambridge City and South Cambridgeshire District Councils have included an intention to prepare an Area Action Plan for this part of Cambridge since 2014. The current joint Greater Cambridge Local Development Scheme (October 2018 and updated in 2019 and July 2020) continues to include the Area Action Plan as a Development Plan Document to be prepared. The Local Development Scheme is available to view on the [Greater Cambridge Shared Planning Service website](#).

The Area Action Plan was previously referred to as the Cambridge Northern Fringe East Area Action Plan in the Local Development Scheme; however, in order to reflect the more comprehensive vision being envisaged for the area including the Cambridge Science Park, the plan was renamed the North East Cambridge Area Action Plan.

The adopted Cambridge City and South Cambridgeshire Local Plans (2018) both include policies allocating land in the north east of Cambridge for high quality mixed use development, primarily for employment within Use Classes B1, B2 and B8 as well as a range of supporting uses, commercial, retail, leisure and residential uses (subject to acceptable environmental conditions). Revitalisation of the area will be focused on the new transport interchange created by the development of Cambridge North railway station. Policies contained within both Local Plans state as follows:

“The amount of development, site capacity, viability, timescales and phasing of development will be established through the preparation of an Area Action Plan for the site. The Area Action Plan will be developed jointly between South Cambridgeshire District Council and Cambridge City Council and will involve close collaborative working with Cambridgeshire County Council, Anglian Water and other stakeholders in the area. The final boundaries of land that the joint Area Action Plan will consider will be determined by the Area Action Plan”.

### **2.2 Research, evidence gathering and front-loading engagement (2013-2014)**

#### **2.2.1 Initial workshop, April 2013**

As part of the initial work on developing a vision for the area a facilitated workshop was held on 12 April 2013. A range of stakeholders were invited to attend this

visioning workshop including landowners, local resident groups, Parish Councils and businesses operating in the area. A list of those attending the event included:

Anglian Water  
Bidwells  
Brookgate  
Cambridge Association of Architects  
Cambridge City Council  
Cambridge Past Present and Future  
Cambridgeshire County Council  
Cam Conservators  
Cheffins  
Fen Ditton Parish Council  
5<sup>th</sup> Studio  
Formation Architects  
Friends of Stourbridge Common  
Frimstone Ltd  
Milton Parish Council  
Old Chesterton Residents' Association  
St. John's Innovation Centre  
Savills  
South Cambridgeshire District Council  
Stagecoach

The workshop included presentations from Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council, Anglian Water and 5th Studio. There were also group discussions on the issues, constraints and opportunities focusing on the four C's of the Cambridgeshire Quality Charter (Community, Connectivity, Climate, and Character).

The following main issues were highlighted during the event:

Two key issues for action – Cambridge Waste Water Treatment Plant and Network Rail Depot  
Timescales - the need for coordinated timescales for the public and private sector  
Boundaries - needed to be reviewed in terms of delivery and delivery partnerships  
Type of Plan - Additional plans should be considered, including local area action plan  
Private/public partnership - private sector landowners should be invited to work with the local authorities to produce an overall document or jointly fund and commission.

Conclusions drawn from the workshop are summarised below:

Good places need a successful long-term vision, coming from leadership, citizen engagement and technical input.

Sense of place is not just physical factors; it is also social and economic ones.

Place making is an evolutionary process. The professional role is about enabling the vision and co-production.

The opportunity to exists to take the Innovation Areas to the next stage, to build on brand and to maintain the reputation for innovative thinking, making the area one of the most attractive places to work in Europe.

### **2.2.2 Officer Steering Group**

Preparation of a joint Area Action Plan initially commenced in early 2014. An Officer Steering Group was formed to coordinate the preparation of the Issues and Options 1 Report. The Steering Group comprised officers from Cambridge City Council, South Cambridgeshire District Council and Cambridgeshire County Council. A number of other meetings and discussions took place with landowners and other key stakeholders prior to the publication of the report.

### **2.2.3 Sustainability Appraisal Scoping Report consultation**

A Sustainability Appraisal (SA) Scoping Report was published for consultation in accordance with the Strategic Environmental Assessment Directive and Regulations. The consultation formally sought the views of a wide range of consultees, including the three statutory consultees: English Heritage; Natural England; and the Environment Agency. The purpose of the consultation was to gauge the views of consultees on the defined scope of the SA and the proposed level of detail that should be included within the SA. The consultation period ran from 15 August until 19 September 2014.

The draft Issues and Options 1 Report was then prepared, and subject to an Interim Sustainability Appraisal. The draft report was approved for public consultation by the Cambridge City Council's Development Plan Scrutiny Sub-Committee on 11 November 2014 and the South Cambridgeshire District Council's Planning Portfolio Holder's meeting on 18 November 2014. A series of evidence base documents were used to inform the preparation of the Issues and Options 1 Report.

## **2.3 Issues and Options 1 Consultation (2014-15)**

The first Issues & Options Report was published for consultation in December 2014. Whether land within the Cambridge Science Park, to the west of Milton Road, should be included with the Area Action Plan area was one of the issues consulted upon at this stage.



Representations received to this consultation are available to view in full on the Greater Cambridge Planning Service [consultation portal](#). A full report on this consultation can be found at **Appendix A: Report on the Cambridge Northern Fringe East Issues and Options consultation (2014)**

The representations were reported to the meetings listed below, the minutes of which can be viewed online. In summary, Members noted the responses and agreed that further work should be undertaken on revised options for the site.

- [Joint Strategic Transport and Spatial Planning Group](#) – 16 November 2015
- [South Cambridgeshire District Council's Planning Portfolio Holder's Meeting](#) – 17 November 2015
- [Cambridge City Council's Development Plan Scrutiny Sub-Committee](#) – 17 November 2015

Preparation of the Area Action Plan was paused following the Issues & Options 1 consultation for the Councils' respective Local Plans to be progressed. Since the close of the initial Issues & Options consultation, a number of significant developments affected and informed the preparation of the Draft Area Action Plan. Of particular relevance was the submission of a Housing Infrastructure Fund Bid to relocate the Cambridge Waste Water Treatment Plant off-site, and the completion of the Ely to Cambridge Transport Study.

#### **2.4 Preparation for the Issues and Options 2 consultation**

Responding to the developments referred to above, the councils restarted work on the Area Action Plan in 2018, reflecting the adoption of the Local Plans, including drawing up a new vision and objectives for the plan and identifying a range of issues and potential options future policy could take to overcome them. At this stage, the extent of the Area Action Plan boundary was re-considered as a response to thinking about the area in a more comprehensive and coordinated matter. The proposed boundary change included incorporating Cambridge Science Park to the west of Milton Road and renaming the Area Action Plan to North East Cambridge to reflect this wider area.

The responses received to the first Issues and Options Report were used to inform the preparation of the second Issues and Options Report in 2019.

The draft Issues and Options 2 report was subject to an Interim Sustainability Appraisal, building on the scoping report and appraisal that accompanied the Issues and Options 1 report.

The [Issues and Options report 2](#) was considered by the following Council meetings prior to finalisation and consultation:

- [South Cambridgeshire Scrutiny and Overview Committee – 18 December 2018](#)
- [South Cambridgeshire Cabinet – 9 January 2019](#)
- [Cambridge Planning Policy and Transport Scrutiny Committee - 15 January 2019](#)

The following documents were used to inform the preparation of the Issues and Options report 2, along with other evidence documents listed in the report itself:

- [Cambridge Northern Fringe East Issues and Options Report – Equalities Impact Assessment – Cambridge City Council 2018](#)
- [Cambridge Northern Fringe East Issues and Options Report – Equalities Impact Assessment – South Cambridgeshire District Council 2018](#)
- [Cambridge Northern Fringe East Area Action Plan Issues and Options 2019 - Interim Sustainability Appraisal – Rambol on behalf of Cambridge City Council and South Cambridgeshire District Council.](#)

## 2.5 Issues and Options 2 Consultation (2019)

A second Issues and Options consultation was undertaken in February and March 2019. This consultation covered a wider area, proposed a revised vision for the area, and issues and options where views were sought before the draft plan was prepared.

Representations received are available to view in full on the Greater Cambridge Planning [consultation portal](#). A full report on this consultation can be found at **Appendix B: North East Cambridge Area Action Plan Issues and Options 2 Consultation report.**

## 2.6 Stakeholder and community engagement during preparation of the Draft Area Action Plan

Stakeholder and community engagement and consultation was conducted between the Issues and Options consultation and the Draft Area Action Plan consultation during 2019-2020, alongside the full consideration of the representations received in respect of the Issues and Options 2019 consultation.

During 2018 a series of liaison forums were established to enable discussions with local interest groups during the preparation of the Area Action Plan. The aim of these is to provide support and advice on the development of the Area Action Plan and ensure an appropriate and successful plan is produced in accordance with current regulations. The three forums are as follows:

- Community Liaison Forum
- Landowner and Developer Interest Liaison Forum
- Local Ward Member forum

### **2.6.1 Community Liaison Forum**

Membership of the Community Forum comprised representatives of the following local groups:

- Cambridge Council for Voluntary Services in Arbury Court
- Cambridge Regional College
- Cambridge Sports Lake Trust
- Camcycle
- Chamber of Commerce
- FECRA Residents Association
- Fen Ditton Parish Council
- Fen Estates and Nuffield Road Residents Association (FENRA)
- Fen Road community landowners
- Histon Road Area Residents Association (HRARA)
- Milton Parish Council
- Milton Road Residents Association
- North Cambridge Academy
- North Cambridge Community Partnership, Kings Hedges
- Nuffield Road Allotment Society
- Old Chesterton Residents Association
- Tenant representatives
- Travel Plan Plus

The Community Forum was established to provide a means of continuous community input into the preparation of the Area Action Plan. Meetings of the Community Liaison Forum continued throughout the preparation of the draft plan, usually at a venue in North East Cambridge with Council Officers in attendance. Presentations and issues discussed included an overview of the Area Action Plan, responses to the Issues and Options 2019 consultation, evidence base reports, biodiversity, landscape character and visual appraisal, typologies, a Community and Cultural Infrastructure workshop and the forthcoming consultation process for the Draft Area Action Plan.

### **2.6.2 Landowner & Developer Interest Liaison Forum**

Membership of the Landowner and Developer Interest Forum comprises:

- AWG Group Property (Savills)

- Brookgate (Chesterton Partnership/Bidwells)
- Cambridge City Council
- Cambridge Regional College
- Cambridge Science Park (Trinity/Bidwells)
- Cambridgeshire County Council
- Stagecoach East (Cambus Ltd)
- Orchard Street Investment Management
- St. Johns College (Savills)
- The Crown Trust (Cambridge Business Park)
- Trinity Hall (Dencora) - interest recently sold to Brockton Everlast
- U & I

Regular meetings of the Landowners and Developer Interest Forum continued throughout the preparation of the draft plan. Presentations and discussions included various the evidence based studies, infrastructure provision and timescales for development.

### **2.6.3 Local Ward Member Forum**

Membership of the Local Ward Member Forum comprises:

- Cambridge City Ward Members for Abbey – 3 members
- Cambridge City Ward Members for East Chesterton – 3 members
- Cambridge City Ward Members for Kings Hedges – 3 members
- South Cambridgeshire District Ward Members for Fen Ditton & Fulbourn – 3 members
- South Cambridgeshire District Ward Members for Milton & Waterbeach – 3 members
- Cambridgeshire County Council Ward Member for Kings Hedges
- Cambridgeshire County Council Ward Member for Waterbeach

Meetings of the Local Ward Member Forum, attended by officers from the Greater Cambridge Shared Planning Service, were held regularly throughout the preparation of the Draft Area Action Plan.

### **2.6.4 Design Workshops 2019**

In addition to the three Liaison forums listed above, a sub-group of the Landowner & Developer Interest Forum was formed to further develop the design strategy underpinning the Area Action Plan. A series of Design Workshops were held which were attended by urban designer and/or master planner representatives on behalf of each landowner.

Six Design Workshops were held during the summer of 2019 as follows:

- Design Workshop 1: Working towards a spatial framework – 24 May 2019
- Design Workshop 2: Working towards Sub-area frameworks – 11 June 2019
- Design Workshop 3: Green and Blue Infrastructure – 21 June 2019
- Design Workshop 4: Land Use – 28 June 2019
- Design Workshop 5: Community – 28 June 2019
- Design Workshop 6 – Connectivity – 4 July 2019

Event records from the Design Workshops are published on the Greater Cambridge Shared Planning website, along with other supporting documents and evidence studies.

### **2.6.5 Cultural Placemaking Strategy Consultation 2020**

In February and March 2020 a series of consultation events were held in North East Cambridge which provided the opportunity for local residents, students and workers to suggest community facilities and activities that could contribute to the integration of new development proposals for North East Cambridge. These workshops were conducted by the consultancy responsible for development the Cultural Placemaking Strategy, and the responses received at these events fed into the NEC Cultural Placemaking Strategy report which was published as an evidence base document alongside the Draft Area Action Plan.

The Cultural Placemaking engagement events were:

- Cambridge Science Park – Tuesday 25 February 2020 – (12.00 – 14:00)
- Cambridge Regional College – Wednesday 26 February 2020 – (12.00 – 14:00)
- Cambridge Regional College – Friday 28 February 2020 – (12.00 – 14:00)
- Arbury Community Centre – Saturday 29 February 2020 – (12.00 – 18:00)
- Brownsfield Community Centre – Wednesday 4 March 2020 – (16.00 – 20.00)

### **2.7 Draft Area Action Plan consultation (2020)**

The Draft Area Action Plan was published for a ten-week public consultation from Monday 27 July 2020 (9.00am) to Friday 2 October 2020 (5.00pm). This consultation formed part of the regulation 18 consultation stage under the Town and Country Planning (Local Planning) (England) Regulations 2012

It invited comments on the Draft Area Action Plan which was published in a digital format as well as a static pdf and print format. We also consulted on the following supporting documents during the consultation period:

- The Sustainability Appraisal of the First Conversation document
- The Sustainability Appraisal Scoping Report
- The Habitats Regulations Assessment Scoping Report

The Draft Area Action Plan consultation used a wide range of methods to publicise and engage communities and stakeholders who had an interest in the Local Plan. The full report on the consultation, setting out who was consulted, how, and an analysis of the results, can be found at **Appendix C: Draft North East Area Action Plan consultation report (2020)**.

Consultation representations were fully considered and further informal stakeholder and community engagement has informed the development of the Proposed Submission Plan.

## **2.8 Stakeholder and community engagement during the preparation of the Proposed Submission Plan**

Following the Draft Area Action Plan consultation, the Forums set up during the previous stage continued to be held. The Community Liaison Forum and the Ward Member Forum merged and transitioned to a new format as a public open forum run by the Councils' communities team on a quarterly basis, to align with the other Community Forums for growth sites across Greater Cambridge.

Additionally, the Councils continued to facilitate the North East Cambridge Landowner forum which consists of the main landowners within the Area Action Plan area as well as some leaseholders and the Public Partners Stakeholders Group which includes the Cambridgeshire and Peterborough Combined Authority, Cambridgeshire County Council and Greater Cambridge Partnership together with representatives of Cambridge City Council and South Cambridgeshire District Council to discuss and consider cross-public body AAP issues such as transport and wider social and community infrastructure.

## **3.0 Consultation on the Proposed Submission Area Action Plan**

The Proposed Submission Area Action Plan is being considered by the committee processes of both Councils for approval to carry out future public consultation. However, that consultation relies on the separate Development Control Order that is being undertaken by Anglian Water for the relocation of the Waste Water Treatment Plant having completed its process, including its public examination and being approved. The Area Action Plan will be paused until that stage is reached. That is because the Plan is predicated on the Waste Water Treatment Plant relocating. If the DCO is approved, the Plan can then proceed to Proposed Submission consultation

followed by formal submission to the Secretary of State and a public examination would be held.

The Proposed Submission public consultation (Regulation 19 consultation), when it takes place, will be held in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 and will follow the approach set out in the Councils' Statement of Community Involvement. This is a different type of consultation. It is publication of the Plan that the Councils consider is ready to take forward to public examination, having already carried out the earlier engagement and consultation stages during the formulation of the Plan and considered the comments raised by stakeholders. The Proposed Submission publication and consultation is the opportunity for stakeholders and interested parties to make formal representations to the plan. Any earlier comments made that have not been included in the Proposed Submission Plan would need to be submitted again, as only the comments made during the Regulation 19 consultation will be considered by the Inspector that will hold the independent public examination.

Following the consultation, the Councils will assess whether there are any objections raised that they consider mean the plan should be amended, in which case a further round of publication and consultation would be likely to be required. Otherwise, the plan will be formally submitted for independent examination along with outstanding representations to the Plan.

# Appendix A: Report on the Cambridge Northern Fringe East Issues and Options consultation (2014-15)

## 1. About the consultation

The consultation was a Regulation 18 consultation, and the purpose of the consultation was to invite broad responses about what should be in the Area Action Plan, from residents and businesses as well as stakeholders and other organisations. The [Cambridge Northern Fringe East Area Action Plan Issues and Options 1](#) report set out the main issues for the site and a series of possible options for its future development.

An eight-week public consultation exercise was undertaken from 8 December 2014 until 2 February 2015. Representations were invited in respect of the Issues and Options Report, the Sustainability Appraisal Scoping Report and the Interim Sustainability Appraisal. Representations could be made using an online consultation system linked to the Councils' websites. Alternatively, printed response forms were made available which could be posted or emailed to either Council.

The following methods of notification were used to publicise the consultation exercise:

- Public notice in the Cambridge Evening News
- Joint Cambridge City Council and South Cambridgeshire District Council press releases
- Articles in Cambridge Matters (Winter Edition 2014) and South Cambs Magazine (Winter Edition 2014)
- Twitter and Facebook updates
- Consultees listed in Appendix 3 were notified

Copies of the Issues and Options 1 Report was made available to purchase, and for inspection, along with supporting documents at the following locations:

- Cambridge City Council Customer Service Centre, Mandela House, Regent Street, Cambridge
- South Cambridgeshire District Council Reception, South Cambridgeshire Hall, Cambourne Business Park, Cambourne
- Arbury Court Library, Arbury Court, Cambridge
- Histon Library, School Hill, Histon
- Milton Road Library, Ascham Road, Cambridge
- Online via the Councils' websites.



Statutory consultees, including Duty to Cooperate Bodies and general consultation bodies as set out in Appendix 3 to this document were notified of the Issues and Options 1 report consultation by email or letter.

A series of exhibition events were held during December 2014 and January 2015 at which Council Officers were in attendance to explain the various options and to answer questions. The events took place at the following venues:

- St John’s Innovation Centre, Cowley Road, Cambridge – Wednesday 10 December (13.00–19.00)
- North Area Committee, Buchan Street Community Centre, Cambridge – Thursday 18 December (16.00-20.00)
- The Trinity Centre, Cambridge Science Park, Cambridge – Wednesday 14 January – (13.00-17.00)
- Brown’s Field Youth & Community Centre, Green End Road, Cambridge – Saturday 17 January (13.30-18.00)
- Milton Community Centre, Coles Road, Milton – Monday 19 January (14.00-20.00)

## 2. Summary of main comments made against each question

### Chapter 2 – Question 1 (Vision)

**Do you support or object to this vision for CNFE? Do you have any comments?**

- Respondents – 28
- Support (including qualified) - 13
- Object - 6
- Comment - 9

Question	Key Issues from CNFE Issues and Options consultation 2014
Q1 Vision (Support)	<ul style="list-style-type: none"> <li>• Considerable support for the vision for CNFE</li> <li>• New railway station is supported along with retention of railhead</li> <li>• Support for new and existing waste management facilities</li> <li>• The CB4 site/Chesterton Partnership able to deliver a comprehensively planned re-development of the largest brownfield site in Cambridge, without the involvement of</li> </ul>

	<p>multiple land-owning parties, ensuring the regeneration of CNFE in tandem with the new rail station opening.</p> <ul style="list-style-type: none"> <li>• Plan will promote/create a network of green spaces and corridors to support local ecology and surface water mitigation.</li> </ul>
<p>Q1 Vision (Object)</p>	<ul style="list-style-type: none"> <li>• Object to relocation of sewage works</li> <li>• Site redevelopment will require considerable public investment because: <ul style="list-style-type: none"> <li>The site is in an inaccessible location</li> <li>Anglian water sewage works and railway sidings hampers development potential</li> <li>Power lines need to be removed</li> <li>Stagecoach will need to be relocated</li> <li>New railway station could increase traffic</li> <li>Brookgate would have to develop site in a way that would work coherently with potential future development in the area</li> <li>Transport links would need to be improved</li> </ul> </li> <li>• Relocate Sewage Works to enable residential use</li> <li>• Put commercial units beside A14, to provide a sound/pollution barrier</li> <li>• Need for housing rather than more commercial units</li> <li>• The aggregates railhead should be accessed by westbound off- and on-slips from and to the A14. Aggregates vehicles should not travel via the Milton Road.</li> <li>• The Household Waste Recycling Centre should stay at Butt Lane.</li> <li>• Masterplan should safeguard a route for a road across into Fen Road Chesterton. Provide a new level crossing or a bridge over the railway or extend planned foot/cycle bridge to Fen Road.</li> <li>• Vision should encourage greater site intensification.</li> <li>• Vision is unrealistic and contains no clear implementation timescales, with specific reference to: transport funding and improvements; mitigation of incompatible land uses; relocation of existing uses; land ownership fragmentation; and market demand.</li> <li>• New development must not have a detrimental effect on established businesses.</li> <li>• Specific mention of biodiversity required.</li> <li>• Include reference to the proposed Waterbeach New Town.</li> <li>• Need for much more housing and employment</li> <li>• Housing need on this site is uncertain</li> <li>• The vision needs to provide high quality urban centre</li> </ul>

	<ul style="list-style-type: none"> <li>• Site's continued use for aggregates and waste management will detract from the key objective to deliver a high-quality business centre;</li> <li>• Given the employment-led focus, 'sustainable urban living' should comprise part of the overall vision</li> </ul>
Q1 Vision (Comment)	<ul style="list-style-type: none"> <li>• Need for masterplan and comprehensive planning of CNFE</li> <li>• The development should provide everything for its residents including doctors, schools, and cemetery.</li> <li>• New Household Waste Recycling Centre unnecessary</li> <li>• Need policies for renewable and low carbon energy generation and sustainable design and construction</li> <li>• Greater emphasis on developing area as an internationally renowned business, research and development centre.</li> <li>• Site must address current access and infrastructure difficulties.</li> <li>• Essential that the whole area is master planned.</li> <li>• Station access via new road adjacent to sewage works</li> <li>• Provide covered square at CNFE and pedestrianised boulevard on existing Cowley Road</li> <li>• Relocate Police Station to CNFE</li> <li>• New NIAB-sized site for 4000+ houses adjacent to the station, in addition to the residential towers</li> </ul>
Councils' response	A revised vision has been proposed in the Issues and Options 2019 consultation.

### Chapter 3: Question 2 (Development Objectives)

#### Do you support or object to these objectives and how would you improve them?

- Respondents – 24
- Support (including qualified) - 14
- Object - 4
- Comment – 6

Question	Key Issues from CNFE Issues and Options consultation 2014
Q2 Development	<ul style="list-style-type: none"> <li>• The important issues have been identified</li> <li>• Obj. 2 supported but should support higher densities.</li> <li>• Obj. 2 and wider development objectives should reference residential land use.</li> </ul>

Objectives (Support)	<ul style="list-style-type: none"> <li>• Wildlife Trust welcomes inclusion of objective 7</li> <li>• Plan will promote / create a network of green spaces and corridors to support local ecology and surface water mitigation.</li> <li>• Objective 3 &amp; 6 considered most important</li> </ul>
Q2 Development Objectives (Object)	<ul style="list-style-type: none"> <li>• Objectives are currently too generic and require further clarity.</li> <li>• Objectives need strengthening to reflect scale/ density of development necessary to attract momentum. Specific goals are key to: <ul style="list-style-type: none"> <li>• achieve relocation/ reconfiguration of water treatment plant</li> <li>• provide substantial new employment opportunities</li> <li>• provide residential development on a sufficient scale - more vibrant/ highly sustainable</li> <li>• consider denser utilisation/ regeneration (eg Science Park)</li> <li>• create connectivity between Science Park, city centre, NE/E Cambridge, villages, beyond</li> <li>• enable preparation of detailed, phased master plan - a clearer vision underpinning redevelopment of overall area - including integration of denser developments - enhanced viability and associated quality</li> </ul> </li> <li>• Objectives should ensure the importance of integrating new development with existing development. Appropriate land use relationships need to be secured between new and existing development to ensure neighbouring land uses are compatible with each other.</li> <li>• Objectives are ambitious and not based upon fully researched realistic outcomes.</li> <li>• Objectives should focus on: <ul style="list-style-type: none"> <li>• what is deliverable in next five years</li> <li>• development standards</li> <li>• phasing of land use changes with implementation of new transport links</li> <li>• relocation of existing industrial uses (including assessment of alternative locations)</li> <li>• Objectives should also focus on mixed use scheme while retaining as many existing industrial uses</li> </ul> </li> <li>• Proposed objectives should: <ul style="list-style-type: none"> <li>• emphasis the contribution CNFE will make to the wider regeneration and growth agenda of Cambridge</li> <li>• include the need to ensure a well-coordinated and integrated approach between CNFE and Waterbeach New Town</li> <li>• emphasis the need to maximise the potential of the railway station</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>• Include a specific reference to residential to provide support for better balance of land uses.</li> <li>• Include a specific reference to mixed use development; zoning approach could work against well designed buildings.</li> <li>• Stronger connections required to wider area for effective integration.</li> <li>• Highly zoned mono use land blocks works against the objective for a well-integrated neighbourhood.</li> <li>• Current imbalance of land uses could increase carbon footprint, encourage unsustainable travel behaviour and add to emissions.</li> <li>• Further objective needed which highlights potential interface of site not only with immediate neighbourhood but also with more distant locations which can access it through sustainable travel modes.</li> <li>• Complex scheme higher ambitious/ coherent manner needed regarding the quality and type of employment uses proposed for the Area Action Plan area within these objectives.</li> <li>• When Sewage Works are removed, area needs to incorporate a new residential area with low-energy housing, community facilities, public open spaces, school and shops linked primarily with foot/cycle paths and bus/roads on the periphery.</li> </ul>
<p>Q2 Development Objectives (Comment)</p>	<ul style="list-style-type: none"> <li>• No excuse to move the Sewage Works</li> <li>• Just as important to maximise affordable housing and schools as it is to maximise employment opportunities</li> <li>• Consideration for a new direct route for cyclists from Abbey to the new station needed</li> <li>• Objective 2 - Amend to ensure the land uses are compatible with neighbouring uses.</li> <li>• New objective to encourage low carbon lifestyle, minimisation of waste both during construction and occupational use and address climate change issues.</li> <li>• New / amend objective to include the consideration for health</li> <li>• The CNFE plan will promote the creation of a network of green spaces and corridors, incorporating ecological mitigation and enhancement and measures to manage surface water.</li> <li>• Important to ensure that the current business research and development and technology function is not diluted.</li> <li>• Useful to identify 'character areas' to confirm the established nature of different parts of the Area Action Plan area.</li> </ul>

	<ul style="list-style-type: none"> <li>• Consideration needs to be given to how to integrate with the wider community given the perceived and physical barriers surrounding the CNFE.</li> <li>• Important to emphasise the quality of the employment opportunities, reflecting the significant training and apprenticeships opportunities that the employment use here could generate, both during construction and afterwards.</li> <li>• Any new local centre needs to capitalise on both local needs and those using the new station to make sure sustainable and vibrant for extended hours. This ideally means co-location of such facilities but if the planned location of the station prevents this, links between the two are considered important.</li> <li>• This should also mean being well-connected with existing users so for example the owners of Cambridge Business Park and St John's Innovation Centre could be encouraged to create better physical connections, particularly for pedestrian and cyclists, with the new station and the remainder of the CNFE Area Action Plan area.</li> </ul>
Councils' response	Objectives has been proposed in the Issues and Options 2019 consultation.

#### Chapter 4 – Question 3 (Area Action Plan boundary)

#### Do you support or object to the current area identified for the Area Action Plan?

- Respondents – 26
- Support (including qualified) - 17
- Object - 6
- Comment - 3

Question	Key Issues from CNFE Issues and Options consultation 2014
Q3 Area Action Plan boundary (Support)	<ul style="list-style-type: none"> <li>• Area needs rejuvenation and should improve the North side of the City</li> <li>• Support CNFE area and Option B boundary extension</li> <li>• CNFE boundary is concurrent with the Draft Local Plans</li> <li>• The economic development perspective is supported</li> </ul>
Q3 Area Action Plan boundary (Object)	<ul style="list-style-type: none"> <li>• Expand eastern boundary to include current Traveller's site for new housing.</li> <li>• Remove sewage works from CNFE</li> </ul>

	<ul style="list-style-type: none"> <li>• St Johns Innovation Centre and the other business premises including the Cambridge Business Park do not need redevelopment or intensification</li> <li>• The St John's Innovation land should be included within the CNFE provided that there are no more onerous conditions or policies applied to the CNFE plan area</li> <li>• Boundary needs to include the area to the East of the railway (Fen Road)</li> <li>• The eastern boundary should be re-drawn to include land either side of Fen Road and up to the River Cam, with the proviso that development in that area should not compromise Green Belt principles.</li> </ul>
Q3 Area Action Plan boundary (Comment)	<ul style="list-style-type: none"> <li>• The Area Action Plan boundary is defined in the respective draft Local Plans for Cambridge City and South Cambridgeshire and therefore in procedural terms any amendments may be problematic and should only be contemplated if there are clear and convincing merits in so doing. St John's Innovation Park should only be retained within boundary if it can be allowed to be intensified otherwise it should be excluded</li> <li>• Retain screening within plan and be taken into account for potential waste applications on Anglian Water site</li> <li>• The relationship to the Traveller and Gypsy site should be explored in order to protect the site and associated access.</li> </ul>
Councils' response	Views are sought on a revised Area Action Plan boundary in the Issues and Options 2019 consultation.

## Chapter 4: Question 4 (Area Action Plan boundary extension – Option A Cambridge Science Park)

### Do you support or object to the extension of the CNFE Area Action Plan to include Option A – The Cambridge Science Park?

- Respondents – 27
- Support (including qualified) - 12
- Object - 9
- Comment - 6

Question	Key Issues from CNFE Issues and Options consultation 2014
Q4 Area Action Plan boundary	<ul style="list-style-type: none"> <li>• Area should be included in order to retain control over intensification</li> </ul>

<p>extension Option A – Cambridge Science Park (Support)</p>	<ul style="list-style-type: none"> <li>• Include Cambridge Science Park in order to fully address site and station</li> <li>• Include Cambridge Science Park because this would provide comprehensive redevelopment principles to both sites, which are adjacent, benefit from the same transport hub, and share similar problems of access</li> <li>• Support for proposed boundary and Option ‘A’ extension to include Cambridge Science Park to ensure satisfactory transport modelling is completed.</li> </ul>
<p>Q4 Area Action Plan boundary extension Option A – Cambridge Science Park (Object)</p>	<ul style="list-style-type: none"> <li>• Inclusion of the Science Park would require a dilution of the aims set out in the proposed Area Action Plan vision and objectives</li> <li>• Little or no direct relevance of the Science Park to the significant development opportunities that exist further to the east</li> <li>• Sufficient policy controls already exist for the Cambridge Science Park</li> <li>• Cambridge Science Park is an existing facility while CNFE is a regeneration development</li> <li>• Cambridge Science Park should be treated as a separate Area Action Plan if redevelopment guidance for the park is needed.</li> <li>• No explicit need for the Cambridge Science Park to be included in CNFE boundary</li> <li>• Unclear why Cambridge Regional College has been included in boundary</li> <li>• Area Action Plan not needed to drive large scale redevelopment onsite</li> <li>• Policy E/1 of the draft South Cambridgeshire Local Plan would facilitate the redevelopment of the Cambridge Science Park</li> <li>• Science Park already developed; option to include it is confusing and unwarranted.</li> </ul>
<p>Q4 Area Action Plan boundary extension Option A – Cambridge Science Park (Comment)</p>	<ul style="list-style-type: none"> <li>• Replace buildings 2 to 24b at the Cambridge Science Park with medium density development with carbon-neutral, radical, sustainable development</li> <li>• Unclear about the reasons for including the Cambridge Science Park other than for reasons to do with traffic entering/leaving the area.</li> <li>• Inclusion of the Cambridge Science Park (Option A) may be beneficial in the long-term in delivering a more sustainable and well-connected development and in achieving Draft Policy E/1 of the South Cambridgeshire Local Plan. However, the inclusion should be further explored regarding Local Plans development’ its inclusion should not delay the proposed investment and development on the remainder of the CNFE area.</li> </ul>



Councils' response	Views are sought on a revised Area Action Plan boundary in the Issues and Options 2019 consultation which includes the Science Park.
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#### Chapter 4 – Question 5 (Area Action Plan boundary extension – Option B Chesterton Sidings Triangle)

#### Do you support or object to the extension of the CNFE Area Action Plan to include Option B – The additional triangular area south of Chesterton Sidings?

- Respondents – 27
- Support (including qualified) - 25
- Object - 0
- Comment – 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q5 Area Action Plan boundary extension Option B – Chesterton Sidings Triangle (Support)	<ul style="list-style-type: none"> <li>• This option will support Objective 6 &amp; 8</li> <li>• Support the lands inclusion if it is needed to for the comprehensive development of the new station and immediate surroundings.</li> <li>• Include if it maintains or improves access to the railway station</li> <li>• Option enhances the green transport options for CNFE</li> <li>• Option enhances important cycle and pedestrian links to the south</li> <li>• Option will support improved cycle and pedestrian links and the Chisholm Trail</li> </ul>
Q5 Area Action Plan boundary extension Option B – Chesterton Sidings Triangle (Comment)	<ul style="list-style-type: none"> <li>• In the approved station plans, this area is earmarked for species-rich grassland as part of ecological mitigation</li> <li>• Link across the railway and river very important</li> <li>• Keen for the Chisholm Trail to progress</li> <li>• Area should be a designated transport connection between the station, surrounding developments and the Chisholm Trail.</li> <li>• Replacement location needed before existing site can be released</li> </ul>
Councils' response	Modifications to the Local Plan included this area within the Cambridge Northern Fringe East policy area.

## Chapter 4 – Question 6 (Naming the development area)

This area is planned to change significantly over coming years. What do you think would be a good new name for this part of Cambridge?

- Respondents – 17
- Support (including qualified) - 3
- Object - 0
- Comment – 14

Question	Key Issues from CNFE Issues and Options consultation 2014
Q6 Naming the development area (Comment)	<ul style="list-style-type: none"> <li>• Area name should not be decided by an individual landowner</li> </ul>
Councils' response	Issues and Options 2019 identifies the area as Cambridge Northern Fringe.

## Chapter 4 – Question 7a (Naming the proposed new railway station Cambridge Science Park)

Do you support or object to the new railway station being named Cambridge Science Park Station?

- Respondents - 24
- Support (including qualified) - 11
- Object – 12
- Comment – 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q7a Naming the proposed new railway	<ul style="list-style-type: none"> <li>• It is already 'known' as that.</li> <li>• It identifies the location of the new station</li> <li>• The Cambridge Science Park is the best known of the groups of offices in this area and is often referred to as representing all of them</li> </ul>

station (Support)	<ul style="list-style-type: none"> <li>World renowned centre of technological and business excellence</li> </ul>
Q7a Naming the proposed new railway station (Object)	<ul style="list-style-type: none"> <li>Cambridge North so when Addenbrookes has a station that can be called Cambridge South</li> <li>Station not on Science Park; the name is misleading</li> <li>Station is more than just for the Science Park</li> <li>Cambridge Science Park is 1/2mile west of the station</li> <li>Object to name Chesterton Interchange Station</li> <li>Naming new station after Science Park would be misleading resulting in poor legibility</li> <li>Station not at the Science Park</li> <li>Should not be called Cambridge Science Park</li> <li>Name is misleading and confusing</li> </ul>
Q7a Naming the proposed new railway station (Comment)	<ul style="list-style-type: none"> <li>Station will benefit from name based affiliation</li> <li>If option (a) emerges as a key descriptor then name should become Cambridge Science Parks in recognition of proximity of several relevant campuses.</li> </ul>
Councils' response	Railway station has been named Cambridge North.

#### Chapter 4 – Question 7b (Naming the proposed new railway station Chesterton Interchange Station)

#### Do you support or object to the new railway station being named Chesterton Interchange Station?

- Respondents – 15
- Support (including qualified) - 0
- Object - 14
- Comment – 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q7b Naming the proposed new railway station (Object)	<ul style="list-style-type: none"> <li>Cambridge North so when Addenbrookes has a station that can be called Cambridge South</li> <li>It is neither in Chesterton nor is it an interchange</li> <li>Nobody outside Cambridge will know where it is</li> <li>Gives wrong impression</li> </ul>

	<ul style="list-style-type: none"> <li>• Searching online, people will not realise this station in Cambridge without Cambridge at the beginning</li> <li>• Station is not an interchange; it is a new destination</li> <li>• Unimaginative</li> <li>• Cambridge North</li> <li>• Name is misleading; Station is not an interchange with other railways</li> </ul>
Councils' response	Railway station has been named Cambridge North.

#### Chapter 4 – Question 7c (Naming the proposed new railway station Cambridge North Station)

#### Do you support or object to the new railway station being named Cambridge North Station?

- Respondents - 30
- Support (including qualified) - 24
- Object - 2
- Comment: 4

Question	Key Issues from CNFE Issues and Options consultation 2014
Q7c Naming the proposed new railway station (Support)	<ul style="list-style-type: none"> <li>• Describes what it will be</li> <li>• Makes sense</li> <li>• Cambridge North so when Addenbrookes has a station that can be called Cambridge South</li> <li>• Appropriate as tied to the wider geographical area that it serves is more inclusive</li> <li>• Name is suited giving the area a higher profile</li> </ul>
Q7c Naming the proposed new railway station (Object)	<ul style="list-style-type: none"> <li>• Unimaginative</li> </ul>
Q7c Naming the proposed	<ul style="list-style-type: none"> <li>• Already called Cambridge Science Park and clearly identifies the location</li> <li>• Name must start with Cambridge to aid online searching</li> </ul>

new railway station (Comment)	<ul style="list-style-type: none"> <li>• CNFE station should be called Cambridge Park Station &amp; City station should be called Cambridge station to improve legibility and help tourists who visit the city</li> <li>• If "science park" emerges as part of this consultation as a key descriptor, we contend that it should be used in the plural - "Cambridge Science Parks" - in recognition of proximity of several relevant campuses.</li> <li>• Identifies in Cambridge and geographically to the north.</li> </ul>
Councils' response	Railway station has been named Cambridge North.

#### Chapter 4 – Question 7d (Naming the proposed new railway station Cambridge Fen Station)

#### Do you support or object to the new railway station being named Cambridge Fen Station?

- Respondents – 13
- Support (including qualified) - 1
- Object - 11
- Comment – 4

Question	Key Issues from CNFE Issues and Options consultation
Q7d Naming the proposed new railway station (Support)	<ul style="list-style-type: none"> <li>• Beside Fen Road at Chesterton Fen, near Fen Ditton, and at the junction to Fen Drayton</li> </ul>
Q7d Naming the proposed new railway station (Object)	<ul style="list-style-type: none"> <li>• Misleading - Station not in the Fen</li> <li>• Name not representative of the location</li> <li>• Undermines proposed vision which is for integration into Cambridge</li> <li>• Won't be in Fens once built around</li> </ul>
Councils' response	Railway station has been named Cambridge North.

## Chapter 4 – Question 7e (Naming the proposed new railway station - other suggestions)

### Do you have any other suggestions for naming the new railway station?

- Respondents - 10
- Support (including qualified) - 0
- Object - 1
- Comment - 9

Question	Key Issues from CNFE Issues and Options consultation 2014
Q7e Naming the proposed new railway station (Comment)	<ul style="list-style-type: none"> <li>• Cambridge North</li> <li>• Cambridge Science Park</li> <li>• CNFE station should be called Cambridge Park Station &amp; City station should be called Cambridge station to improve legibility and help tourists who visit the city</li> <li>• Cambridge Fen Gateway Station</li> <li>• Milton</li> </ul>
Councils' response	Railway station has been named Cambridge North.

## Chapter 6 – Question 8 (Site context and constraints)

### Do you have any comments on the site context and constraints, and what other issues and constraints should be taken into account in the preparation of the Area Action Plan?

- Respondents – 27
- Support (including qualified) - 1
- Object - 3
- Comment - 23

Question	Key Issues from CNFE Issues and Options consultation 2014
Q8 Site context and constraints (Support)	<ul style="list-style-type: none"> <li>• Supporting focus on cycle and pedestrian infrastructure and prioritising this. Ensure area is easy and safe to get to by bike – this is crucial if the council is to limit increased vehicular congestion.</li> </ul>

<p>Q8 Site context and constraints (Object)</p>	<ul style="list-style-type: none"> <li>• Site Constraints. These include: <ul style="list-style-type: none"> <li>○ Financial viability.</li> <li>○ Inaccessible location</li> <li>○ Anglian Water sewage works and railway sidings hampers development potential</li> <li>○ Power line would need to be removed.</li> <li>○ Relocation of stagecoach needed.</li> <li>○ New station could increase traffic.</li> <li>○ Brookgate would have to develop site in a way that would work coherently with potential future development in the area.</li> <li>○ Transport links would need to be improved.</li> </ul> </li> <li>• We object strongly to the siting of such a new recycling centre as shown in the four options.</li> </ul>
<p>Q8 Site context and constraints (Comment)</p>	<p>Facilities/land uses</p> <ul style="list-style-type: none"> <li>• Reconsider relocation of water recycling centre</li> <li>• Sewage works should remain where they are</li> <li>• The Sewage Works should be removed to permit a greater proportion of residential development where the ground conditions permit</li> <li>• If the site is largely unsuitable for dwellings both in terms of costs to mitigate contamination and odour issues why would it be conceivable that developments such as restaurants and cafés would be viable?</li> <li>• There is the potential through the redevelopment of the site to enhance the First Public Drain, with surface water mitigation, ecological or aesthetic values using a number of possible hydrogeological improvements.</li> <li>• Lack of information on traffic and junction layout prevents the assessment of relative impact of options.</li> <li>• Household Waste Recycling Centre could be relocated; further research will be needed to explore this constraint</li> <li>• Need for housing uncertain on this site against competing land uses</li> <li>• Relocation of non-conforming uses is desirable</li> <li>• Open space needs careful thought</li> <li>• Loss or replacement of the golf driving range not adequately addressed</li> <li>• Protection of the waste facility is contradictory to the aim of the Area Action Plan</li> <li>• Unsuitable access for household recycling facility; too close to Jane Coston Bridge and crosses protected verge land.</li> </ul> <p>Transport</p> <ul style="list-style-type: none"> <li>• Network Rail's disused private access road from Milton Road to Chesterton railway sidings running along the north side of</li> </ul>

	<p>the Business Park should be made into a public footpath and cycleway travelling to and from the new railway station.</p> <ul style="list-style-type: none"> <li>• Crown Estate should install side entrances on the North side of the Cambridge Business Park</li> <li>• Local parking will have an impact on local residents</li> <li>• How will local buses be improved</li> <li>• Milton Road is already at capacity. Direct access to and within the site should be prioritised for pedestrians, cyclists and users of the guided bus (to discourage use of cars).</li> <li>• Aggregate lorries should be restricted to the northern perimeter.</li> <li>• Highway capacity remains a significant constraint requiring further investigation with a mitigation strategy developed as part of any future development proposals.</li> <li>• Need to reflect all transport modes</li> <li>• Until updated evidence base including sensitivity testing and transport modelling data is available and understood, there is no benefit with developing the Area Action Plan until they are available.</li> <li>• CNFE should not proceed without Network Rail allowing a cycle and foot path along their land south of Cowley Road</li> <li>• Need to focus on cycle and pedestrian infrastructure</li> <li>• Good access for pedestrians and cyclists requires careful consideration</li> </ul> <p>Utilities</p> <ul style="list-style-type: none"> <li>• Consider safeguarding the old surface water drain under the sidings (and existing railway) straight through to Camside Farm, which could be a cheaper route for a sewage connection under the railway to Fen Road residents.</li> <li>• Surface water runoff should be controlled to avoid flooding commercial premises and residences in Fen Road.</li> </ul> <p>Design</p> <ul style="list-style-type: none"> <li>• Buildings on the site should be no taller than three floors.</li> <li>• There should be NO ugly/massive/inhuman 'statement' or 'gateway' buildings on the site.</li> </ul> <p>Links with neighbouring developments</p> <ul style="list-style-type: none"> <li>• Need to provide contextual strategic developments to ensure well-coordinated and integrated developments i.e. Waterbeach and associated transport links</li> </ul>
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	<ul style="list-style-type: none"> <li>• Greater focus should be given to how the wider region (e.g. major housing development West of Cambridge) can access CNFE</li> </ul> <p>Other</p> <ul style="list-style-type: none"> <li>• Contamination should not be overstated and seen as a barrier to development. The current odour maps do not reflect Anglian Water's proposed WRC upgrades and should be re-visited</li> <li>• The issue of land ownership and a commitment of landowners to bring forward land remains a critical feature of the Plan. Whilst the presence of Anglian Water is important it is the case that development can still proceed nearby where appropriate mitigation measures are put in place.</li> <li>• Would the regeneration of the Area Action Plan site for residential, office and R&amp;D purposes be the most advantageous way to provide employment opportunities on this site for those as described in paragraph 6.4 of the consultation document, adjacent "disadvantage communities"?</li> <li>• Need to safeguard the old surface water drain under the sidings (and existing railway) straight through to Camside Farm, a potentially cheaper route for a sewage connection under the railway to Fen Road residences.</li> <li>• Odour issues for WRC key</li> <li>• Density strategy is key and locations for this need careful thought as well.</li> </ul>
Councils' response	Views are sought on constraints in the Issues and Options 2019 consultation, and other issues including transport, design, and surface water drainage

## Chapter 7 – Question 9 (Development Principles)

**Do you support or object to the Development Principles (A to P)? Please add any comments or suggestions.**

- Respondents – 25
- Support (including qualified) - 12
- Object - 6
- Comment - 7

Question	Key Issues from CNFE Issues and Options consultation 2014
Q9 Development Principles (Support)	<ul style="list-style-type: none"> <li>• Principles <ul style="list-style-type: none"> <li>• Support for A, B, D, F, G, L, M, N, O &amp; P</li> <li>• Support B, leisure facilities and open space.</li> <li>• Principals E, F and G will maximise the Employment opportunities of the area.</li> <li>• Support development principle M; in particular the recognition of the importance of biodiversity features being part of a well-connected network.</li> <li>• Subject to highways access issues highlighted above, support these principles to maximise employment opportunities, but would like to see further emphasis on the B1(b) uses.</li> </ul> </li>   <li>• Objectives <ul style="list-style-type: none"> <li>• Amend Objective B to read "By creating a sustainable, cohesive and inclusive area by ensuring there is appropriate support, improving access to jobs, homes, open space, leisure facilities and other services within the development and to the wider community".</li> <li>• 2 &amp; 3 most important</li> <li>• Support for the principle of locating higher density development in close proximity to the transport hubs.</li> </ul> </li> </ul>
Q9 Development Principles (Object)	<ul style="list-style-type: none"> <li>• Without changing Development Principles, these will be used to justify the relocation of the Sewage Works to a greenfield site. The existing Sewage Works and underground piping represents a vast investment.</li> <li>• Objective 1 <ul style="list-style-type: none"> <li>• A -Current planning mustn't be overturned by commercial interests. <ul style="list-style-type: none"> <li>• A - Is a piecemeal approach lacking the coherence and critical mass needed to maximise the potential the area has to contribute to the future of the City and South Cambs.</li> <li>• B - No to commercial/industrial as this would attract more attract traffic</li> </ul> </li> </ul> </li> <li>• Objective 2 <ul style="list-style-type: none"> <li>• Need explicit references to: high densities given the highly sustainable location of CNFE the provision of</li> </ul> </li> </ul>

	<p>residential use to meet the need identified in para 1.13</p> <ul style="list-style-type: none"> <li>• C - Object to the development of R&amp;D, industrial or commercial purposes unless these are on the perimeter of the site.</li> <li>• D - The guided busway route should retain wide pedestrian and cycle paths beside it, with trees and hedges to protect each from the other and to provide wind protection. Footpaths and cycle paths should be permitted the direct routes; cars should be directed via longer routes to preserve open green space.</li> <li>• Objective 3 <ul style="list-style-type: none"> <li>• E - Should be a greater proportion of residential development than industrial.</li> <li>• G - Sewage works should be moved.</li> <li>• G – relocate</li> </ul> </li> <li>• Objective 4 <ul style="list-style-type: none"> <li>• H - A sustainable new community should be developed with community buildings, local shops houses and a school.</li> </ul> </li> <li>• Objective 5 <ul style="list-style-type: none"> <li>• I - object to 'development forms' which are large, tall, ugly, conceived as a 'gateway' and poorly designed. I would require human-scale, attractive buildings which are fit for purpose with green space attractive for public use between them.</li> <li>• J - cyclists/pedestrians should have priority. Cars should use the periphery.</li> </ul> </li> <li>• Objective 6 <ul style="list-style-type: none"> <li>• K - Object to the 'creation of a gateway' which implies a combination of tall, overbearing buildings and draughty, overshadowed streets between them.</li> </ul> </li> <li>• Other <ul style="list-style-type: none"> <li>• The development, by trying to satisfy development for everyone lacks focus.</li> <li>• There is significant economic potential to promote the wider Cambridge North area including</li> </ul> </li> </ul>
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	Cambridge Northern Fringe and A10 corridor such as the Research Park and Waterbeach New Town.
Q9 Development Principles (Comment)	<ul style="list-style-type: none"> <li>• Access and traffic must be fully addressed</li> <li>• Refer to the Water Recycling Centre as the Sewage Works</li> <li>• Opportunities identified for the CNFE reflect need to maximise employment opportunities &amp; the St. John's Innovation Park must play a role in this approach</li> <li>• Objective 4 (Principles C &amp; D) <ul style="list-style-type: none"> <li>• C - Is too commercially focussed and could work against the need for balanced mix of uses to deliver the most sustainable place that is well integrated with adjoining communities and provides real benefit to those communities. A principle relating to the new residential community envisaged within the Area Action Plan area would provide better balance.</li> <li>• C - Should be strengthened to make it abundantly clear that the Council is seeking for CNFE to be delivered as a high quality, exemplar commercial-led scheme. As written the objective does not provide for this important aspiration.</li> <li>• C - Inadequate emphasis to the employment-led priority for the area and appears to give too much encouragement to residential uses;</li> <li>• D - Do not agree that this should be focused "around the transport hub" which implies the new railway station. May be appropriate for CB1 but not for CNFE</li> <li>• C &amp; D - do not make any reference to residential under Objective 2.</li> </ul> </li> <li>• Objective 3 (Principles E, F &amp; G) <ul style="list-style-type: none"> <li>• Objective 3 shouldn't get highest priority.</li> <li>• Maximising employment opportunities should include existing developments and brownfield regeneration sites.</li> <li>• F - "Where possible" too loosely worded; Principle dependent on cost. Developers should provide the same facilities at a limited % extra cost to where they are currently, or for a limited time. Current light industrial users may not be able to afford to stay with no obvious location for them to move to.</li> <li>• F - Should have a higher ambition of relocating existing businesses, particularly where they are non-</li> </ul> </li> </ul>

	<p>conforming, as being "appropriate" and not merely as "possible".</p> <ul style="list-style-type: none"> <li>• G - Should not be automatically assumed that the strategic aggregates railhead will be required to be retained on the CNFE site in perpetuity. There may be opportunities to consider other locations whereby its presence will not detract from the quality of development that the Council should be properly seeking at CNFE.</li> <li>• G - Gives unqualified support for difficult uses (aggregates and waste) without recognising their potential to compromise the quality of the development achievable.</li> <li>• Objective 5 (Principles I &amp; J)       <ul style="list-style-type: none"> <li>• Reference to mixed use development should be included; zoning approach could work against well designed buildings.</li> </ul> </li> <li>• Objective 6 (Principles K &amp; L)       <ul style="list-style-type: none"> <li>• Stronger connections required to wider area for effective integration. Highly zoned mono use land blocks works against the objective for a well-integrated neighbourhood.</li> <li>• K - Needs to be broadened to reflect and recognise the other transport modes and routes by which people will access the CNFE area. As written it largely assumes that the railway station and the busway alone are what makes the area a transport hub. That is short-sighted as there is other transport infrastructure such as cycle routes, roads and conventional buses that can equally provide ready access to and from CNFE.</li> <li>• Care needed with delivery of Principle L alongside existing and planned mineral and waste activity to avoid conflict.</li> </ul> </li> <li>• Objective 7 (Principles M, N &amp; O)       <ul style="list-style-type: none"> <li>• Dev Principle M. Allow the strip of land beside the ditch along Cowley Road to remain a green space with a footpath along it.</li> <li>• As watercourses are included, we suggest a change to "...a network of green and blue spaces..."</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>• We also suggest removing the word "attractive" as this is a very subjective idea and not relevant to benefitting biodiversity.</li> <li>• N - Every opportunity should be taken to make the site greener.</li> <li>• O – Caveat this objective by the addition of the words "where necessary".</li> <li>• Objective 8 (Principle P) <ul style="list-style-type: none"> <li>• Requires a mixed community - current imbalance of land uses will increase carbon footprint, encourage unsustainable travel behaviour and add to emissions.</li> <li>• Larger scale and denser development should be centrally located within the Area Action Plan area and should not be reflected by the erection of large scale buildings at the eastern edge of the wider site - i.e. where the railway station is to be situated.</li> <li>• The scale, massing and density of development should step down where the CNFE area adjoins and interacts with open countryside and could impact adversely on the setting of the City unless carefully managed and integrated.</li> <li>• There is an obvious interface for an aggregation of larger scale buildings where the designated CNFE area meets with the existing parks in the area, such as St John's Innovation Park, the Cambridge Business Park and the Cambridge Science Park.</li> </ul> </li> <li>• Other <ul style="list-style-type: none"> <li>• Support for the addition of a new local centre within the Area Action Plan area which will meet the needs of existing and future workers and residents.</li> <li>• Additional development principle needed to ensure essential services /infrastructure retained or provided such as Household Recycling Centre.</li> <li>• Include 'health' to address deprivation in/around Chesterton.</li> </ul> </li> </ul>
Councils' response	Views are sought on a revised approach to the area in the Issues and Options 2019 consultation.

## Chapter 8 – Question 10 (Redevelopment Options – Option 1)

Do you support or object to the proposals for the CNFE area as included in Option 1? Please provide comments on what you like or dislike about this option.

- Respondents – 40
- Support (including qualified) - 17
- Object - 15
- Comment - 8

Question 10 –	Key Issues from CNFE Issues and Options consultation 2014
Option 1 - Vision	<ul style="list-style-type: none"> <li>• Not a strategic vision</li> <li>• Greater ambition is required to deliver a transformational gateway regeneration scheme.</li> <li>• Inefficient use of the site</li> <li>• Does not offer sufficient ambitious vision for this vitally important site</li> <li>• Option would be appropriate as it leaves provisions for sensible future development of the water recycling site</li> <li>• Anglian Water’s preferred option.</li> <li>• The most realistic outcome given land ownership, land use and infrastructure delivery constraints associated with Area Action Plan site.</li> <li>• Will not deliver successful regeneration of the wider area, maximise sustainable urban living opportunities or suitable density of development required to exploit the significant investment in the transport.</li> <li>• Would limit the development potential, the infrastructure and connectivity improvements and the role of the new station</li> </ul>
Option 1 - General land uses	<ul style="list-style-type: none"> <li>• Support mixed use approach with emphasis on the area's primary role to avoid dilution of this core/distinctive and valuable focus of the area</li> </ul>

	<ul style="list-style-type: none"> <li>• Key and the plan need amending to ensure that plot densification also applies to the St John's Innovation Park.</li> <li>• Fails to propose any new residential development or a local service hub</li> <li>• No opportunity for urban living.</li> <li>• Will not provide a mix of land uses at densities that make best use of the site.</li> <li>• Inconsistent with the development objectives to create a sustainable community</li> <li>• Fails to acknowledge the potential for "plot densification" on the Innovation Park.</li> <li>• Juxtaposition of areas which host very differing use classes will be difficult to control in terms of noise, odour and vibration</li> <li>• The B1 provision should not feature B1(b) uses.</li> <li>• Leaves significant area of underused land with non-conforming use</li> <li>• Does not maximise the opportunity for a vibrant new employment-led development and maintains the status quo to a very substantial degree save for localised redevelopment of specific plots.</li> <li>• Support identification of Cambridge Business Park as offices/R&amp;D with potential for intensification</li> </ul>
Option 1 – Specific use issues	<ul style="list-style-type: none"> <li>• Remove Wastewater Treatment Centre or significantly modernised to stop any odour-nuisance to neighbours.</li> <li>• The odour footprint should be updated</li> <li>• HWRC would be a compatible use with the WRC.</li> <li>• Household Waste Recycling Centre and inert recycling facility on the Anglian Water site not compatible to the nature and character of the uses on the Innovation Park.</li> <li>• Definitive line between odour zones seems somewhat arbitrary to defining uses within the CNFE</li> </ul>
Option 1 - Transport	<ul style="list-style-type: none"> <li>• The aggregates area in this option effectively blocks any possible level crossing to Fen Road.</li> <li>• Support promotion of sustainable transport and movement by improving permeability and access to key routes</li> <li>• Lack of information about traffic and junction layout does not allow an assessment to be made about the impact on existing businesses.</li> </ul>



	<ul style="list-style-type: none"> <li>• Fails to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station.</li> <li>• Station car park and taxi rank should be sited a minimum of 100 metres away.</li> <li>• Cowley Road should be pedestrianised</li> <li>• New pedestrian access points to the Business Park</li> <li>• Nuffield Road access should be via Milton Road</li> <li>• Current environment along Cowley Road is very unwelcoming, especially for pedestrians.</li> <li>• More detailed transport assessment work required</li> </ul>
Option 1 - Environment	<ul style="list-style-type: none"> <li>• Not enough green space</li> <li>• A great opportunity for providing the City of Cambridge with a new green lung, which could include appropriate leisure opportunities and help to re-balance the current trend to over-development.</li> <li>• Improved landscaping supported</li> <li>• Leaves open the option of a sensible future development of the water recycling site that could (and should) include a major new green area (at least 75% of the site).</li> <li>• None of the current proposals add any significant green open spaces. The only green areas shown are no more than token buffer spaces.</li> <li>• Great opportunity for providing the City with a new green lung, which could include appropriate leisure opportunities and help re-balance the current trend to over-development.</li> </ul>
Option 1 - Viability	<ul style="list-style-type: none"> <li>• Viability testing needed.</li> <li>• Not the best option, but viable as a solution, with no obvious problems.</li> </ul>
Option 1 – Other comments	<ul style="list-style-type: none"> <li>• The "Household Waste Recycling Centre and inert recycling facility" referred to in Option 1 requires a definition in Appendix 3 (Glossary of Terms).</li> </ul>

## Chapter 8 – Question 11 (Redevelopment Options - Option 2)

**Do you support or object to the proposals for the CNFE area as included in Option 2? Please provide comments on what you like or dislike about this option.**

- Respondents – 41
- Support (including qualified) - 13
- Object - 19
- Comment - 9

Question 11	Key Issues from CNFE Issues and Options consultation 2014
Option 2 - Vision	<ul style="list-style-type: none"> <li>• Not a strategic vision</li> <li>• Does not offer sufficient ambitious vision for this vitally important site</li> <li>• This quantum of development would be more likely to allow for the development principles outlined in the Issues and Options paper to be implemented.</li> <li>• Need to demonstrate that this option will not cause negative impacts on existing residents, workers and investors.</li> <li>• Will not deliver successful regeneration of the wider area, maximise sustainable urban living opportunities or suitable density of development required to exploit the significant investment in the transport.</li> <li>• Appears to strike a good balance between delivery and ambition however it is not without its own constraints</li> <li>• Proposes a more balanced mix of land uses and maintains the potential for early delivery, however there remains scope to further improve upon the efficiency of the use of the land</li> </ul>
Option 2 – General land uses	<ul style="list-style-type: none"> <li>• 'Sacrifices' commercial land for more residential land when the emerging Local Plan is not dependent on such development coming forward.</li> <li>• Will potentially result in the loss of the bus depot</li> <li>• Support mixed use approach with emphasis on the area's primary role to avoid dilution of this core/distinctive and valuable focus of the area</li> <li>• Support identification of Cambridge Business Park as offices/R&amp;D with potential for intensification</li> <li>• St John's Innovation Park should be considered as having the same potential for the intensification of employment provision.</li> <li>• Re-configured aggregates railhead and sidings supported to replace the existing aggregates railhead lost by the development of the new station.</li> <li>• The replacement of this railhead is paramount to the continued supply of aggregates for development of both the local and wider Cambridgeshire area.</li> <li>• Leaves significant area of underused land with non-conforming use (WWTW) which constrains development</li> <li>• Approve of the housing development, must insist on 40% affordable</li> <li>• Not clear that area would be attractive place to live and therefore not convinced that this option is appropriate at this time.</li> </ul>

	<ul style="list-style-type: none"> <li>Residential development, particularly near the station is supported as is the proposed increase in Offices/R &amp; D with associated job creation and the development of a local centre.</li> </ul>
Option 2 – Specific use issues	<ul style="list-style-type: none"> <li>Remove Waste Water Treatment Centre or significantly modernised to stop any odour-nuisance to neighbours.</li> <li>The odour footprint should be updated</li> <li>Definitive line between odour zones seems somewhat arbitrary to defining uses within the CNFE</li> <li>HWRC would be a compatible use with the WRC. Exact location of it would need to be the subject of further investigation.</li> <li>Replacement bus depot location needed before existing site can be released</li> <li>Residential development within the 1.5 odour contour should be removed</li> <li>Household Waste Recycling Centre and inert recycling facility on the Anglian Water site not compatible to the nature and character of the uses on the Innovation Park.</li> <li>Does not take into account the loss of the golf driving range.</li> </ul>
Option 2 - Transport	<ul style="list-style-type: none"> <li>The aggregates area in this option effectively blocks any possible level crossing to Fen Road.</li> <li>More detailed transport assessment work required</li> <li>The provision of a new Heavy Goods Vehicle access is supported to provide a more efficient, direct and safe access to the railhead and other industrial areas.</li> <li>Shows heavy goods vehicle access through Stagecoach site. No details on how, where and financing of a relocated bus depot</li> <li>Fails to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station.</li> <li>Cowley Road should be pedestrianised</li> <li>New pedestrian access points to the Business Park</li> <li>Nuffield Road access should be via Milton Road</li> <li>Station car park and taxi rank should be sited a minimum of 100 metres away.</li> <li>Support promotion of sustainable transport and movement by improving permeability and access to key routes</li> <li>Lack of information about traffic and junction layout does not allow an assessment to be made about the impact on existing businesses</li> <li>There is significant doubt on whether necessary infrastructure upgrades such as the Milton Road interchange will all be in place on time to meet with the residential, office and R&amp;D sector demands.</li> </ul>

Option 2 - Environment	<ul style="list-style-type: none"> <li>• Improved landscaping, and a 'green boulevard' along Cowley Road</li> <li>• Support proposed increase in informal open space provision, but could be improved.</li> <li>• Leaves open the option of a sensible future development of the water recycling site that could (and should) include a major new green area (at least 75% of the site).</li> <li>• None of the current proposals add any significant green open spaces. The only green areas shown are no more than token buffer spaces.</li> <li>• Great opportunity for providing the City with a new green lung, which could include appropriate leisure opportunities and help re-balance the current trend to over-development.</li> </ul>
Option 2 - Viability	<p>Viability testing needed Option most likely should Option 3 not be feasible or viable</p>

### Chapter 8 – Question 12 (Redevelopment Options - Option 3)

**Do you support or object to the proposals for the CNFE area as included in Option 3? Please provide comments on what you like or dislike about this option.**

- Respondents – 43
- Support (including qualified) - 11
- Object - 21
- Comment - 11

Question 12	Key Issues from CNFE Issues and Options consultation 2014
Option 3 - Vision	<ul style="list-style-type: none"> <li>• More considered option than 1 and 2</li> <li>• Need to demonstrate that this option will not cause negative impacts on existing residents, workers and investors.</li> <li>• Urge the local authorities and Anglian Water to work together to find solutions that would allow it to be achieved.</li> <li>• Option too ambitious and will never happen.</li> <li>• A better option than 1 or 2 but density approach is flawed</li> <li>• Waste water consolidation does not provide for enhanced balance of uses and delivery of place that supports sustainable urban living with well balanced mix of uses.</li> <li>• Current zonal planning of the residential areas as shown on the plan needs additional design</li> </ul>

	<ul style="list-style-type: none"> <li>• The area will benefit more from strategic long term transformation</li> </ul>
<p>Option 3 – General land uses</p>	<ul style="list-style-type: none"> <li>• Support mixed use approach with emphasis on the area's primary role to avoid dilution of this core/distinctive and valuable focus of the area</li> <li>• Replacement of railhead paramount to continued supply of aggregates for development of both local and wider Cambridgeshire area.</li> <li>• Approve of the housing development, must insist on 40% affordable</li> <li>• Option 3 is a stepping-stone to this option and could be an interim solution. Further housing could be added later.</li> <li>• Support identification of Cambridge Business Park as offices/R&amp;D with potential for intensification</li> <li>• The imbalance between residential and employment uses coupled with the focus on industrial and storage development will not lead to the successful regeneration of the wider area.</li> <li>• Further B1 and research and development uses would complement the area around the St John's Innovation Park and at Cambridge Business Park</li> </ul>
<p>Option 3 – Specific use issues</p>	<ul style="list-style-type: none"> <li>• Remove Waste Water Treatment Centre or significantly modernised to stop any odour-nuisance to neighbours.</li> <li>• Not advisable to relocate the Water Recycling Centre and no alternative site suggested.</li> <li>• The reconfiguration of the Waste Water Recycling Centre site is not realistic within the plan period. The option is unproven</li> <li>• Object to indicative location of Household Recycling Centre. Should be located further to the east within B2/B8 uses not adjacent to Offices/R&amp;D</li> <li>• Partially support reducing the area covered by WWTW, but object to proposed B2/B8 uses adjacent to Vitrum Building / St Johns Innovation site.</li> <li>• Inappropriate to have HWRC use in close proximity to B1 offices and research and development uses as a result of noise, dust and other environmental impacts.</li> <li>• Improvements to the Water Recycling Centre are welcome so long as this does not delay improvements to the area nearer the station.</li> <li>• No evidence that the Water Recycling Centre could be suitably contained to make the site an attractive area to live.</li> <li>• New residential space around the station and on Nuffield Road would create a better balance of activities and increase the sustainability credentials in this part of the City</li> </ul>

	<ul style="list-style-type: none"> <li>• Re-configured replacement bus depot location needed before existing site can be released. No details on how, where and financing.</li> <li>• Aggregates railhead and sidings is supported to replace the existing aggregates railhead lost by the development of the new station.</li> <li>• The odour footprint should be updated</li> <li>• Loss of the golf driving range not taken into account</li> <li>• Important that plan objective to maximise employment opportunities is afforded across the existing employment areas</li> </ul>
Option 3 - Transport	<ul style="list-style-type: none"> <li>• The aggregates area in this option effectively blocks any possible level crossing to Fen Road.</li> <li>• Keen to see industrial traffic moved away from Cowley Road</li> <li>• New heavy goods vehicle access is supported but may not be deliverable as it primarily serves landowners other than the City Council mainly on whose land it is sited</li> <li>• Northern access road must be completed in order to facilitate further growth.</li> <li>• Shows heavy goods vehicle access through Stagecoach site. No details on how, where and financing of a relocated bus depot</li> <li>• Improved Cambridge Business Park links are good. Consideration should be given to improving these further and opening the site up more to the north and east so better integrated with the wider CNFE.</li> <li>• The promotion of sustainable transport and movement by improving permeability and access to key routes</li> <li>• Lack of information about traffic and junction layout does not allow an assessment to be made about the impact on existing businesses.</li> <li>• Station car park and taxi rank should be sited a minimum of 100 metres away.</li> <li>• Transport investment not exploited.</li> <li>• Fails to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station.</li> </ul>
Option 3 - Environment	<ul style="list-style-type: none"> <li>• Support improved landscaping and 'green boulevard' along Cowley Road</li> </ul>

	<ul style="list-style-type: none"> <li>• Put green protected open space over the busway and create public spaces around the station relating to the new residential uses.</li> <li>• None of the current proposals add any significant green open spaces. The only green areas shown are no more than token buffer spaces.</li> <li>• Great opportunity for providing the City with a new green lung, which could include appropriate leisure opportunities and help re-balance the current trend to over-development.</li> </ul>
Option 3 - Infrastructure	<ul style="list-style-type: none"> <li>• It is not clear that the sewage works can provide sufficient capacity and how any increase in capacity if needed, would be handled or located.</li> </ul>
Option 3 - Viability	<ul style="list-style-type: none"> <li>• Significant viability concerns</li> <li>• Doubt that this option is viable</li> <li>• Concerned about viability and deliverability of Option 3, which is reliant upon the upgrading and reduction in area of the Water Recycling Centre - a significant issue – questioning the deliverability</li> <li>• The land currently within the Waste Water Recycling Centre identified for re-use would be heavily contaminated and costs of remediating that land would not be attractive to investors given that the returns gained from the development would be for B2 and/or B8 Uses.</li> <li>• Significant highway works due to the increased quantum of development will further affect viability and deliverability.</li> <li>• Need to confirm the rationalisation of the water recycling plant is feasible, viable and would not delay development on the remainder of the site.</li> </ul>

### Chapter 8 – Question 13 (Redevelopment Options - Option 4)

**Do you support or object to the proposals for the CNFE area as included in Option 4? Please provide comments on what you like or dislike about this option.**

- Respondents – 46
- Support (including qualified) - 11
- Object - 24
- Comment - 11

Question 13	Key Issues from CNFE Issues and Options consultation 2014
Option 4 - Vision	<ul style="list-style-type: none"> <li>• Need to think strategically and holistically</li> <li>• Need to demonstrate that this option will not cause negative impacts on existing residents, workers and investors.</li> <li>• Removal of WWTW means area can be looked at/redeveloped properly without restriction</li> <li>• Comprehensive planning difficult due to the differences in site phasing resulting in piecemeal development contrary to the proposed CNFE vision.</li> <li>• Overarching objective to create a transformative gateway with a strong employment focus should remain consistent</li> <li>• Option will be heavily constrained by efforts to relocate the Water Recycling Centre.</li> <li>• The current zonal planning of the residential areas as shown on the plan need a more detailed urban design framework.</li> <li>• Delivery of this quantum of development could allow for the development principles outlined in the Issues and Options paper to be implemented.</li> <li>• CNFE is rightly identified largely for employment uses, with the more residential themes being located in and around any new railway station.</li> <li>• Would support the proposal for a mixed use site, with more housing meeting the City's objectives - subject to the issues about connectivity being addressed. There could be more residential included in this option.</li> <li>• Unlikely to occur, so focus effort on achievable solution</li> </ul>
Option 4 – General land use	<ul style="list-style-type: none"> <li>• Support mixed use approach with emphasis on the area's primary role to avoid dilution of this core/distinctive and valuable focus of the area</li> <li>• Option should maximise housing provision and open spaces</li> <li>• Density needs to be maximised in order to make the development as efficient as possible.</li> <li>• Support identification of Cambridge Business Park as offices/R&amp;D with potential for intensification</li> <li>• Support removal of WRC and proposed B1/R&amp;D uses opposite St Johns Innovation Centre.</li> </ul>



	<ul style="list-style-type: none"> <li>• Proposed mix of land uses is unbalanced and Option 4 will not facilitate early delivery.</li> <li>• The development outcome would be for 630 dwellings in an area which would provide for 27,600 jobs. This is not considered to be a sustainable balance of homes to jobs.</li> <li>• Exacerbated imbalance between residential and employment uses and coupled with the focus on industrial and storage development will not lead to the successful regeneration of the wider area.</li> <li>• The new condition created and inappropriate emphasis of B2/B8 uses within City boundary does not maximise opportunity created by the complete re-location of the WWTW.</li> <li>• Concerned process of relocating Water Recycling Centre will delay the regeneration of the area nearer the station.</li> </ul>
Option 4 – Specific use issues	<ul style="list-style-type: none"> <li>• Support the associated need to relocate the water recycling centre and in principle any general improvement to the treatment works</li> <li>• Strongly object to moving the sewage works - huge investment has already been made into the existing site and would be likely to use greenfield site elsewhere</li> <li>• Alternative site for WRC has not been identified.</li> <li>• No operational or regulatory reasons to justify relocation of WRC. Anglian Water is unable to include such relocation in its business plan.</li> <li>• Evidence has not been provided to illustrate that moving the Water Recycling Centre is financially viable.</li> <li>• Object to indicative location of Household Recycling Centre. Should be located further to the east within B2/B8 uses not adjacent to Offices/R&amp;D. Use is not compatible with adjacent B1 offices and research and development uses.</li> <li>• Re-configured replacement bus depot location needed before existing site can be released. No details on how, where and financing.</li> <li>• Residential accommodation on this site beyond that in options 1 to 3 would be inappropriate in view of odour problems and undesirability of making population of Cambridge even bigger than it already is.</li> </ul>
Option 4 - Transport	<ul style="list-style-type: none"> <li>• New heavy goods vehicle access is supported but may not be deliverable as it primarily serves land owners other than the City Council mainly on whose land it is sited</li> <li>• Improved Cambridge Business Park links are good. Consideration should be given to improving these further and opening the site up more to the north and east so better integrated with the wider CNFE.</li> </ul>

	<ul style="list-style-type: none"> <li>• Fails to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station. Shows heavy goods vehicle access through Stagecoach site. No details on how, where and financing of a relocated bus depot</li> <li>• Station car park and taxi rank should be sited a minimum of 100 metres away.</li> <li>• Concern about traffic impact</li> <li>• Lack of information about traffic and junction layout does not allow an assessment to be made about the impact on existing businesses.</li> <li>• Transport investment not exploited</li> </ul>
Option 4 - Environment	<ul style="list-style-type: none"> <li>• Support improved landscaping and 'green boulevard' along Cowley Road</li> <li>• The Waste Water Recycling Centre would be heavily contaminated and costs of remediating that land would not be attractive to investors.</li> <li>• None of the current proposals add any significant green open spaces. The only green areas shown are no more than token buffer spaces.</li> <li>• Great opportunity for providing the City with a new green lung, which could include appropriate leisure opportunities and help re-balance the current trend to over-development.</li> </ul>
Option 4 - Infrastructure	<ul style="list-style-type: none"> <li>• Entirely reliant upon relocation of the Water Recycling Centre offsite. The viability of this is unknown and there are significant technical, financial and operational constraints.</li> </ul>
Option 4 - Viability	<ul style="list-style-type: none"> <li>• Likely to encounter more delivery risks associated with the potential relocation of the WRC (identifying a site, funding, and timing) and this could impede the overall development.</li> <li>• Sub-optimal (unviable) land uses provided on valuable site provided by WWTW relocation.</li> <li>• Significant viability concerns.</li> </ul>

## Chapter 8 – Questions 10 to 13 (Redevelopment Options 1-4)

<b>Questions 10 to 13 – Options 1 - 4</b>	<b>Key Issues from CNFE Issues and Options consultation 2014</b>
Additional comments on Options 1 - 4	<ul style="list-style-type: none"> <li>• Question the apparent mutual exclusivity between residential and employment uses within the redevelopment options. Plan for a balance between these two uses to reduce the need for travel and the tidal nature of the trips to and from the development.</li> </ul>

	<ul style="list-style-type: none"> <li>• Car park development should not be 600 capacity (as it is proposed), but 6,000 car park. Otherwise residents of the surrounding area will be affected.</li> <li>• Much more residential required; over supply of offices once CB1 is finished</li> <li>• New orbital bus route for Cambridge</li> <li>• All reliant on link roads to Fen Ditton and Wadloes Road.</li> <li>• Undertaking low and medium development can be done immediately without the need to wait for AW to relocate (something which is not viable). There is an immediate demand for B1(c), B2, B8 space within the city and without this site being developed immediately these occupiers will be forced to leave the city. Moving occupiers from Clifton Road, The Paddocks etc will also free up Brownfields sites for residential within the city. Cowley Road is the only site for them within Cambridge.</li> <li>• Priority should be given to improving the smelliest parts of the Wastewater Treatment Plant's operation, which now seems to be the open storm tanks that smelly water goes into when it rains hard after a long dry spell. This type of weather will become more common, and there seems to be no justification for having the waste tanks open to the air. They should be covered and the air extracted should be scrubbed so that the smell is removed.</li> <li>• More affordable residential housing with green spaces, shops, banks, post office etc</li> <li>• More car parking space on the the site if this project is going to reduce traffic on the M11 going south, the A14 going east and west and the A10 going north. The whole idea is to get people on to the main railway for the long journey.</li> <li>• Option 2a, an enhanced medium level of redevelopment would facilitate a significantly greater number of dwellings near the station, increased Offices/RD provision with associated increase in job creation and an increased amount of new informal open space. It would facilitate more efficient use of the land, with a balanced mix of land uses at densities which make the best use of the highly sustainable location. A hotel is proposed adjacent to the station and overall early delivery remains achievable.</li> <li>• Residential development needs careful consideration given the Water Recycling Centre (Options 1-3), strategic aggregates railheads (Options 1-4) and waste uses (Options 1-4). These facilities and proposed waste management uses, have consultation / safeguarding areas designated by adopted Cambridgeshire and Peterborough Minerals and Waste Plan. These Areas seek to prevent essential existing / planned facilities being prejudiced. If</li> </ul>
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	residential development is proposed it should be located away from these uses and demonstrate that existing and allocated waste management / aggregate facilities will not be prejudiced.
Councils' response to comments on Options 1 - 4	<p>While the results from the consultation indicated a strong preference for variations of Options 2 and 4, Cambridge City Council members considered the cost and challenge of relocating the WRC under Option 4 was unfeasible, rendering the option a non-starter. Work on the Area Action Plan was paused at this point to consider the way forward, and whilst the Councils Local Plans were progressed.</p> <p>Taking account of changes in circumstances since the previous consultation, the Issues and Options 2019 seeks views on revised options for development of the area.</p>

## Chapter 8 – Question 14 (Redevelopment Options)

**Are there alternative redevelopment options you think we should have considered? For example, do you think the redevelopment options should include more residential development, and if so to what extent?**

- Respondents – 34
- Support (including qualified) - 3
- Object - 1
- Comment - 30

Question	Key Issues from CNFE Issues and Options consultation 2014
Q14 Redevelopment options (Support)	<ul style="list-style-type: none"> <li>• Cambridge Cycling Campaign questions the apparent mutual exclusivity between residential and employment uses within the redevelopment options. Advisable to plan for a balance between these two uses as this balance will reduce the need for travel at the development. Reducing the trips needed reduces private car use and provides increased opportunities for walking and cycling. A balance in the development's uses will also reduce the tidal nature of the trips that are generated, lessening the impact on the transport network.</li> <li>• The car park development should not be 600 capacity (as it is proposed), but 6,000 capacity. Otherwise residents of the surrounding area will be affected.</li> </ul>
Q14 Redevelopment	<ul style="list-style-type: none"> <li>• Slightly concerned about “intensive” use of land (options 3 and 4)</li> </ul>

options (Object)	
Q14 Redevelopment options (Comment)	<ul style="list-style-type: none"> <li>• Much more residential required; over supply of offices once CB1 is finished</li> <li>• New orbital bus route for Cambridge</li> <li>• All reliant on link roads to Fen Ditton and Wadloes Road.</li> <li>• The mix looks optimal</li> <li>• Any development of residential accommodation on this site beyond that in options 1 to 3 would be inappropriate in view of:the odour problems; and the undesirability of making the population of Cambridge even bigger than it already is.</li> <li>• Option 3 - the area will benefit more from strategic long term transformation.</li> <li>• Option 4 - unlikely to occur, so focus effort on achievable solution. Most important thing is sufficient parking and traffic measures to access train station by car.</li> <li>• Options 2, 3 and 4 show heavy goods vehicle access through Stagecoach site. No details on how, where and financing of a relocated bus depot.</li> <li>• Undertaking low and medium development can be done immediately without the need to wait for AW to relocate (something which is not viable). There is an immediate demand for B1(c), B2, B8 space within the city and without this site being developed immediately these occupiers will be forced to leave the city. Moving occupiers from Clifton Road, The Paddocks etc will also free up Brownfields sites for residential within the city. Cowley Road is the only site for them within Cambridge.</li> <li>• Support for Options 1 and 2 because they leave open the option of a sensible future development of the water recycling site that could (and should) include a major new green area (at least 75% of the site).</li> <li>• None of the current proposals add any significant green open spaces. The only green areas shown are no more than token buffer spaces.</li> <li>• This is a great opportunity for providing the City or Cambridge with a new green lung, which could include appropriate leisure opportunities and help re-balance the current trend to over-development.</li> <li>• Whichever option 1-4 is chosen, priority should be given to improving the smelliest parts of the Wastewater Treatment Plant's operation, which now seems to be the open storm tanks that smelly water goes into when it rains hard after a long dry spell. This type of weather will become more common, and there seems to be no justification for having the waste tanks open to the air. They should be covered</li> </ul>

	<p>and the air extracted should be scrubbed so that the smell is removed.</p> <ul style="list-style-type: none"> <li>• More affordable residential housing with green spaces, shops, banks, post office etc</li> <li>• More car parking space on the site if this project is going to reduce traffic on the M11 going south, the A14 going east and west and the A10 going north. The whole idea is to get people on to the main railway for the long journey.</li> <li>• Option 2a, an enhanced medium level of redevelopment would facilitate a significantly greater number of dwellings near the station, increased Offices/RD provision with associated increase in job creation and an increased amount of new informal open space. It would facilitate more efficient use of the land, with a balanced mix of land uses at densities which make the best use of the highly sustainable location. A hotel is proposed adjacent to the station and overall early delivery remains achievable.</li> <li>• Need more car parking space on the site to reduce traffic on the M11 and A14, with people using the main railway for the long journey.</li> <li>• Residential development needs careful consideration given the Water Recycling Centre (Options 1-3), strategic aggregates railheads (Options 1-4) and waste uses (Options 1-4). These facilities and proposed waste management uses, have consultation / safeguarding areas designated by adopted Cambridgeshire and Peterborough Minerals and Waste Plan. These Areas seek to prevent essential existing / planned facilities being prejudiced. If residential development is proposed it should be located away from these uses and demonstrate that existing and allocated waste management / aggregate facilities will not be prejudiced.</li> </ul>
<p>Councils' response</p>	<p>While the results from the consultation indicated a strong preference for variations of Options 2 and 4, Cambridge City Council members considered the cost and challenge of relocating the WRC under Option 4 was unfeasible, rendering the option a non-starter. Work on the Area Action Plan was paused at this point to consider the way forward, and whilst the Councils Local Plans were progressed.</p> <p>Taking account of changes in circumstances since the previous consultation, the Issues and Options 2019 seeks views on revised options for development of the area.</p>

## Chapter 9 – Question 15 (Policy Options)

### Do you support or object to the proposed approach for place and building design, and why?

- Respondents – 12
- Support (including qualified) - 8
- Object - 2
- Comment – 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q15 Place and Building Design (Support)	<ul style="list-style-type: none"> <li>• Broad support for proposed place and building design approach in principle</li> <li>• Support for a high-density approach, in particular around transport interchanges</li> </ul>
Q15 Place and Building Design (Object)	<ul style="list-style-type: none"> <li>• Not appropriate to set design standards before setting quantum and types of development.</li> <li>• No clear explanation of what the proposed approach means.</li> </ul>
Q15 Place and Building Design (Comment)	<ul style="list-style-type: none"> <li>• Design objectives should be similar to those at North West Cambridge site</li> <li>• Bespoke design approach is needed to respond to site significance and context</li> <li>• Consideration needed for the use and site context when setting out the requirements for place and building design especially for waste uses, e.g. adjacent to the A14 with existing screening and surrounding uses.</li> <li>• Concerned that agreeing a detailed design strategy is not deliverable due to the number of different landowners. Set a detailed design strategy for CB4 site which can then inform future CNFE area phases.</li> <li>• High density development requires accompanying sufficient open space, with careful design to break-up massing of tall buildings close to the road.</li> </ul>
Councils' response	Revised options regarding design are proposed in the Issues and Options 2019 consultation.

## Chapter 9 – Question 16 (Policy Options)

### Do you support or object to the proposed approach on densities, and why?

- Respondents – 19
- Support (including qualified) - 10
- Object - 5
- Comment - 4

Question	Key Issues from CNFE Issues and Options consultation 2014
Q16 Densities (Support)	<ul style="list-style-type: none"> <li>• Support from most respondents for the proposed approach</li> <li>• Exploit footprint capabilities through height</li> <li>• Support higher density approach, providing more housing and employment.</li> <li>• Support a design-led approach reflecting the different land uses and viabilities within the CNFE, matching recent approach at Cambridge Science Park.</li> <li>• Support for a bespoke approach reflecting site context.</li> </ul>
Q16 Densities (Object)	<ul style="list-style-type: none"> <li>• Proposed approach is too vague.</li> <li>• Not appropriate to set design standards before setting quantum and types of development.</li> <li>• Object to assertion that greatest density should be focused on new railway station interchange, as it is peripheral to the site and is on the edge of Cambridge, unlike the CB1 area developments around Cambridge rail station.</li> <li>• Highest density should be at centre of CNFE area where buildings would be juxtaposed with pre-existing large-scale commercial buildings.</li> </ul>
Q16 Densities (Comment)	<ul style="list-style-type: none"> <li>• Developments around Cambridge Station are too high to be used at CNFE.</li> <li>• Density should reflect general low density across Cambridge</li> <li>• Object to tall buildings, including proposal for a multi-storey car park</li> <li>• Alternative proposals including specific densities were provided.</li> <li>• Support from an economic development perspective</li> <li>• Considerations to be weighed against benefits of higher densities:</li> <li>• Access and impact on existing uses and the existing townscape</li> <li>• Effect on traffic.</li> <li>• Reflect edge of city location</li> <li>• Allow for open space, cycle and pedestrian routes.</li> </ul>



Councils' response	Revised options regarding design are proposed in the Issues and Options 2019 consultation.
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## Chapter 9 – Question 17 (Policy Options)

### Do you support or object to the proposed approach on tall buildings and skyline, and why?

- Respondents – 19
- Support (including qualified) - 6
- Object - 3
- Comment – 10

Question	Key Issues from CNFE Issues and Options consultation 2014
Q17 Tall buildings and skyline (Support)	<ul style="list-style-type: none"> <li>• Support for the proposed approach to tall buildings and protection of the skyline.</li> <li>• Support for further tall buildings policies specific to the Area Action Plan, including wording to require that existing form is taken into consideration.</li> <li>• Support for the principles described in Cambridge Local Plan 2014 Proposed Submission which recognise that outside the centre, buildings in Cambridge are mainly 2-3 residential storeys high.</li> </ul>
Q17 Tall buildings and skyline (Object)	<ul style="list-style-type: none"> <li>• Support for using the Local Plan policy as a baseline for the development of more specific Area Action Plan specific policies.</li> <li>• Not appropriate to set design standards before understanding the types and quantum of development.</li> <li>• Consideration of tall building heights should be part of a site-specific master-planning exercise, taking into account relevant considerations.</li> <li>• Objection to any buildings over 4 storeys (16m) high.</li> <li>• Be innovative; don't be constrained by policy.</li> </ul>
Q17 Tall buildings and skyline (Comment)	<ul style="list-style-type: none"> <li>• Support for taller buildings which make more efficient use of land and add a dramatic aspect to development.</li> <li>• Agree in principle for skyline to be dealt with in line with eventual Local Plan policy, but currently seeking amendments to policy in submission Local Plan so premature to agree at this stage with this question.</li> <li>• The context provided by neighbouring buildings should be the key criteria for assessing the acceptability of building heights in the area.</li> </ul>

	<ul style="list-style-type: none"> <li>• Any proposals will need to take into account the requirements placed upon development by the Safeguarding Zone for Cambridge Airport (referral for 15m and above in this area). In addition to this consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional / unnecessary screening and landscaping.</li> <li>• Support from an economic development perspective.</li> <li>• The acceptability of building heights in the St John’s Innovation Park area, were the principle of plot densification to be accepted, should be assessed within the context of surrounding uses and buildings.</li> <li>• Support for higher density in this area.</li> <li>• Support for the addition of buildings over six storeys.</li> <li>• Objection to any buildings higher than six storeys.</li> <li>• Propose buildings of up to 25 storeys if the maximum level of redevelopment were to be selected.</li> <li>• No clear explanation of what the proposed approach means.</li> </ul>
Councils’ response	Revised options regarding design are proposed in the Issues and Options 2019 consultation.

### Chapter 9 – Question 18a (Building Heights)

#### Do you support or object to the proposed option (a) on building heights, and why?

- Respondents – 17
- Support (including qualified) - 6
- Object - 10
- Comment – 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q18a Building Heights – Option a (Support)	<p>Support for this approach for the following reasons:</p> <ul style="list-style-type: none"> <li>• In order not to damage the general feel of the area and prevent a “large city” feel.</li> <li>• New buildings of a similar height to those on the existing Cambridge Business Park would not be likely to adversely impact on the setting of nearby heritage assets.</li> <li>• Tall developments like those at CB1 dwarf existing development and would not be appropriate at the edge of</li> </ul>

	<p>the city. Smaller, “human-sized” buildings would be more appropriate.</p> <ul style="list-style-type: none"> <li>• Support for this approach, provided that tall building policy wording states that existing building form should be taken into consideration.</li> </ul>
<p>Q18a Building Heights – Option a (Object)</p>	<p>Limitation of development to four floors is not desirable because:</p> <ul style="list-style-type: none"> <li>• 4 storeys is a waste of land.</li> <li>• It would prevent a density of development in keeping with the sustainable location.</li> <li>• It would prevent the creation of landmark buildings on this site.</li> <li>• This option does not maximise the redevelopment opportunity.</li> <li>• Taller buildings would make more efficient use of the land, and would add a dramatic feature to the landscape.</li> <li>• With fens to the north, taller buildings would not affect the view of Cambridge.</li> <li>• This level of development will not maximise the use of the land, or allow for the creation of a sustainable and successful urban community.</li> <li>• There are no views to protect, therefore building heights should be unrestricted, with developers allowed to build as tall as possible, subject to design considerations.</li> <li>• Support for the principles described in Cambridge Local Plan 2014 Proposed Submission which recognise that outside the centre, buildings in Cambridge are mainly 2-3 residential storeys high.</li> </ul>
<p>Q18a Building Heights – Option a (Comment)</p>	<ul style="list-style-type: none"> <li>• Building heights up to 16m may be acceptable and compatible with the safe operation of the airport.</li> <li>• Matching the site with its surroundings is key to protecting the landscape and the feel of the area.</li> <li>• Buildings of 4 storeys may not be economic for developers.</li> <li>• Any proposals will need to take into account the requirements placed upon development by the Safeguarding Zone for Cambridge Airport (referral for 15m and above in this area). In addition to this consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional/unnecessary screening and landscaping.</li> </ul>

	<ul style="list-style-type: none"> <li>• Support an approach which continues the scale and form of development of the Cambridge Business Park perhaps allowing the opportunity to create a single taller landmark building around the new station.</li> </ul>
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## Chapter 9 – Question 18b (Building Heights)

**Do you support or object to the proposed option (b) on building heights, and why?**

- Respondents – 18
- Support (including qualified) - 5
- Object - 11
- Comment – 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q18b Building Heights – Option b (Support)	<ul style="list-style-type: none"> <li>• Limiting building heights to 4 storeys is a waste of land.</li> <li>• There are no views to protect, therefore building heights should be allowed to be unrestricted, with developers allowed to build as tall as possible, subject to design considerations.</li> <li>• This option would be less intrusive than option c.</li> <li>• This option provides a balance between impacts on community and traffic, and developer profit.</li> <li>• Support for this approach, which permits higher densities of development appropriate for this sustainable location.</li> <li>• This option permits the articulation of nodal points, vistas and landmark buildings to aid legibility and orientation.</li> <li>• Development of up to six storeys would enable employment objectives of maximising opportunities.</li> <li>• This option would create more flexibility in the delivery of the site.</li> <li>• Building heights should respond to site context - there is a need to exploit the limited resources of remaining land available in Cambridge to meet the needs of an expanding population.</li> <li>• Option B or C would be acceptable and would optimise density across the site.</li> </ul>
Q18b Building Heights – Option b (Object)	<ul style="list-style-type: none"> <li>• Allowing six storey buildings would damage the feel of the area.</li> <li>• Since the new station is in the south east corner of the site, tall buildings in this area would adversely impact on the character and appearance of the Cambridge Central</li> </ul>

	<p>Conservation Area and Fen Ditton Conservation Area, and the settings of listed buildings in both conservation areas.</p> <ul style="list-style-type: none"> <li>• Option B (heights up to 24m) has potential to cause conflicts with safe airport and aircraft operations.</li> <li>• This option does not maximise the redevelopment opportunity.</li> <li>• One or two well designed tall buildings may be acceptable. A large number of poorly designed tall buildings would adversely affect the character of the city.</li> <li>• Taller buildings would make more efficient use of the land and would add a dramatic feature to the landscape.</li> <li>• With Fens to the north, taller buildings would not affect the view of Cambridge.</li> <li>• This level of development will not maximise the use of the land or allow for the creation of a sustainable and successful urban community.</li> <li>• This option would destroy the feeling in this part of the city.</li> </ul>
<p>Q18b Building Heights – Option b (Object)</p>	<ul style="list-style-type: none"> <li>• It would have been helpful to see an evidence base showing the effect that various heights of buildings would have on heritage assets near to the site.</li> <li>• Request that the Councils engage early with Cambridge Airport to ensure that any building heights are compatible with airport operations.</li> <li>• It is not appropriate to try and set design standards, including building heights and densities, before understanding the types and quantum of development that would be required to make the site deliverable/viable.</li> <li>• Consideration of tall building heights should be part of a site-specific master-planning exercise, taking into account relevant considerations.</li> <li>• Any proposals will need to take into account the restrictions placed upon development by the Safeguarding Zone for Cambridge Airport, which includes height of buildings. In addition to this, consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional/unnecessary screening and landscaping.</li> </ul>

## Chapter 9 – Question 18c (Building Heights)

**Do you support or object to the proposed option (c) on building heights, and why?**

- Respondents – 18
- Support (including qualified) - 8
- Object - 9
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q18c building Heights – Option c (Support)	<ul style="list-style-type: none"> <li>• Support for this approach- build as high as possible in this well-connected area.</li> <li>• Support for innovative approaches.</li> <li>• Support for this option, given the sustainable location, relative distance from the historic core of the city, and proximity to the A14.</li> <li>• This option provides the potential to maximise the opportunities making best use of the site’s location.</li> <li>• Support – it’s important to maximise the commercial value of this development; there is no immediate historic skyline which needs protecting.</li> <li>• Taller buildings would make more efficient use of the land and would add a dramatic feature to the landscape.</li> <li>• With Fens to the north, taller buildings would not affect the view of Cambridge.</li> <li>• Allowing taller high-quality development here will enable the creation of a modern vibrant city quarter and will contribute to the financial viability of development options 3 and 4. Higher viability is essential to achieving high quality master-planning and community benefits gained through development levies.</li> <li>• Taller development here will enhance the environmental quality of the area, including existing surrounding neighbourhoods.</li> <li>• Option B or C would be acceptable and would optimise density across the site.</li> </ul>

<p>Q18c building Heights – Option c (Object)</p>	<ul style="list-style-type: none"> <li>• Removing restrictions on building heights could potentially result in a loss of the character of the area.</li> <li>• Without a robust evidence base demonstrating the impact of buildings of varying heights, we cannot support Option c.</li> <li>• This would presumably result in very tall buildings being built, which is not supported.</li> <li>• Removing restrictions on building heights could potentially result in a loss of the character of the area.</li> <li>• Taller buildings around the station will reduce sunlight for buildings to the south and west.</li> <li>• Option B (heights up to 24m) has potential to cause conflicts with safe airport and aircraft operations.</li> <li>• Not appropriate to set design standards before setting quantum and types of development.</li> <li>• Draft Local Plan 2014 policies should form the baseline for development of Area Action Plan specific policies.</li> <li>• Consideration of tall building heights should be part of a site-specific master-planning exercise, taking into account relevant considerations.</li> <li>• Object – Cambridgeshire is not an industrial area, and Cambridge itself is not urbanised enough to justify tall buildings. Allowing tall buildings here would adversely impact on the local character and landscape.</li> </ul>
<p>Q18c building Heights – Option c (Comment)</p>	<ul style="list-style-type: none"> <li>• Request that the Councils engage early with Cambridge Airport to ensure that any building heights are compatible with airport operations.</li> <li>• Any proposals will need to take into account the requirements placed upon development by the Safeguarding Zone for Cambridge Airport (referral for 15m and above in this area). In addition to this, consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional/unnecessary screening and landscaping</li> </ul>

## Chapter 9 – Question 18d (Building Heights)

### Do you support or object to the proposed option (d) on building heights, and why?

- Respondents – 12
- Support (including qualified) - 0
- Object - 1
- Comment - 11

Question	Key Issues from CNFE Issues and Options consultation 2014
Q18d Building Heights – Option d (Object)	<ul style="list-style-type: none"> <li>• These comments are provided on behalf of Marshall Group, which includes Cambridge International Airport. Expect building heights in Option A (heights up to 16m) may be acceptable, but Options B (heights up to 24m) and C (including “significantly taller forms of development”) in particular have potential to cause conflicts with safe airport and aircraft operations.</li> </ul>
Q18d Building Heights – Option d (Comment)	<p>Support for this approach- build as high as possible in this well-connected area.</p> <p>Any building proposals above 15m high require consultation with Cambridge Airport.</p> <p>Building heights up to 16m may be acceptable and compatible with the safe operation of the airport.</p> <p>Request that the Councils engage early with Cambridge Airport to ensure that any building heights are compatible with airport operations.</p> <p>The physical context of the site provides opportunities to explore heights and densities inappropriate in other parts of Cambridge.</p> <p>The Area Action Plan requires a masterplan that should inform building heights.</p> <p>Any proposals will need to take into account the requirements placed upon development by the Safeguarding Zone for Cambridge Airport (referral for 15m and above in this area). In addition to this consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional / unnecessary screening and landscaping.</p>



	<p>Consideration of tall building heights should be part of a site-specific master-planning exercise, taking into account relevant considerations.</p> <p>Support for a flexible approach, aligning with the Area Action Plan's promotion of quality design and placemaking.</p> <p>There is scope for different heights and densities on different parts of the CNFE site.</p> <p>Object to assertion that density should be focused on new railway station interchange, as it is peripheral to the site, and is on the edge of Cambridge, unlike the CB1 area.</p> <p>Allowing taller high-quality development here will enable the creation of a modern vibrant city quarter and will contribute to the financial viability of development options 3 and 4. Higher viability is essential to achieving high quality master-planning and community benefits gained through development levies.</p> <p>Taller development here will enhance the environmental quality of the area, including existing surrounding neighbourhoods.</p> <p>It would have been helpful to have seen an evidence base showing the effect that various heights of buildings would have on heritage assets near to the site.</p> <p>It is not appropriate to try and set design standards, including building heights and densities, before understanding the types and quantum of development that would be required to make the site deliverable/viable.</p>
<p>Councils' response to questions 18a – 18d</p>	<p>Revised options regarding design are proposed in the Issues and Options 2019 consultation.</p>

## Chapter 9 – Question 19 (Balanced and integrated communities)

### Do you support or object to the proposed approach and measures to integrate the area with the surrounding communities, and why?

- Respondents – 22
- Support (including qualified) - 19
- Object - 1
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q19 Balanced and integrated communities (Support)	<ul style="list-style-type: none"> <li>• General support for the proposals.</li> <li>• Include as many entrances as possible, including two new entrances to the Business Park, a pedestrianized boulevard on Cowley Road and links to a new area south of the railway line. Fen Road should have improved access as part of Fen Meadows scheme.</li> <li>• Let's not create an island.</li> <li>• This is especially important with regard to transport links; surrounding areas should not be negatively affected by increases in vehicular traffic.</li> <li>• Linking between new and existing infrastructure must be well thought out, with a focus on encouraging sustainable modes of transport, and should be in place by the time work begins on site.</li> <li>• The site has the potential to become a distinct quarter in its own right but needs integrating with the wider urban fabric.</li> <li>• Benefits from the development of this site, such as access to public transport, new amenity space, retail and local services/facilities should be available for the wider community.</li> <li>• When looking to integrate the area with surrounding communities, the integration of existing uses should also be considered, which includes minerals and waste uses.</li> <li>• Add/amend text to bullets as below: <ul style="list-style-type: none"> <li>○ Access to appropriate support to ensure the development of cohesive community</li> <li>○ Informal and formal social spaces that support the needs of workers and residents.</li> </ul> </li> <li>• The proposals on integration with the wider community are supported in order to build a successful, healthy and vibrant community.</li> <li>• Proposals must take account of existing development and not dominate it, including being appropriate in scale.</li> <li>• This policy needs enhancing to more effectively integrate the area with surrounding communities, and to respond to existing needs, aiding integration.</li> <li>• Active and public travel must be prioritised to avoid increasing motor traffic on the road network.</li> <li>• Walking/cycling connections into the area must be of highest quality; shared use facilities are not supported. Protected, direct and efficient crossings for bike and foot must be provided at off-site junctions.</li> <li>• Integration with the surrounding area is important to delivering a successful new city quarter here.</li> </ul>

Q19 Balanced and integrated communities (Object)	<ul style="list-style-type: none"> <li>The surrounding community, identified as one of the most disadvantaged in the city, would best be integrated into the site by an increase in lower-skilled employment and apprenticeship opportunities.</li> </ul>
Q19 Balanced and integrated communities (Comment)	<ul style="list-style-type: none"> <li>There is a need to balance the desire to integrate new development with the wider city, with the need to minimise negative impacts on existing residents/occupiers.</li> <li>A number of sites within the Area Action Plan area contain commercial premises which cannot be accessible to the public.</li> <li>One of the key objectives of the proposals should be to break down the bounded nature of the site. It would have been useful to illustrate in detail, and give more importance to, any options that have been explored for the following, in terms of vehicular, pedestrian and cycle routes: improvements to the section of Milton Road adjacent to the site; improvements to, or new, connections into Milton from the site; potential connections over the river, railway, and/or guided busway and cycle path to the south. If including these has been explored and dismissed, knowing the reasons would be useful.</li> <li>It should be made clear that the “wider communities” are not limited to those adjacent to the site. It should be an objective to make the site accessible to those arriving from some distance, whether by road, rail or public transport.</li> <li>References should be included regarding connecting CNFE with planned new communities, most significantly Waterbeach new town.</li> </ul>
Councils' response	Revised options regarding design are proposed in the Issues and Options 2019 consultation, including how the area can be integrated with surrounding communities.

## Chapter 9 – Question 20 (New Employment Uses)

### Do you support or object to the proposed approach for employment uses, and why?

- Respondents – 20
- Support (including qualified) - 12
- Object - 2
- Comment - 6

Question	Key Issues from CNFE Issues and Options consultation 2014
Q20 New employment uses (Support)	<ul style="list-style-type: none"> <li>• Support for this approach.</li> <li>• Support employment development, building on Cambridge's existing strengths.</li> <li>• This approach fulfils the need to integrate with the wider area.</li> <li>• There should not be heavy industry in this area.</li> <li>• Provides a range of options supporting the Cambridge economy.</li> <li>• Support for specific policies relating to employment uses.</li> <li>• The area is suitable for supporting the identified sectors, especially technology and R&amp;D, given the juxtaposition with the Science Park and evidence of existing demand.</li> <li>• Support the intention to provide a range of unit types and sizes, hybrid buildings and laboratory space.</li> <li>• The potential of the CNFE to support the cluster of high technology and R&amp;D development is noted. However, it is also one of the very few locations in the Cambridge area which accommodates B2, B8 and sui generis uses which support and provide essential infrastructure for the Cambridge area. This role is reflected in the options and should not be diminished.</li> </ul>
Q20 New employment uses (Object)	<ul style="list-style-type: none"> <li>• In opposition to paragraph 9.15, which states that some of the office development could take place after 2031, we contend that at current take up rates, Cambridge will run out of R&amp;D land in the next five years. The plan needs to demonstrate that it can bring forward land rapidly to meet requirements for a full range of R&amp;D uses in the short and longer term.</li> <li>• The R&amp;D sector is diverse and location sensitive. Is it clearly understood if the identified high value employment uses will want to locate to a mixed-use site close to waste and industrial uses, close to some other uses in the sector but geographically divorced from others?</li> <li>• The employment uses listed include office and R&amp;D, but it is unclear whether market research has been completed to support the sectors listed.</li> <li>• Support for a mixed development with employment and substantial residential provision.</li> <li>• Too much emphasis on employment uses, and in particular B2 and B8 uses in development Options 3 and 4.</li> </ul>
Q20 New employment	<ul style="list-style-type: none"> <li>• If the sewage works remain in place, then employment should be office led. If the sewage works move there may be opportunity to include manufacturing employment.</li> </ul>

<p>uses (Comment)</p>	<ul style="list-style-type: none"> <li>• CNFE is in an accessible location for employment uses, which should be encouraged, although not at the expense of residential development.</li> <li>• A combination of commercial (offices and R&amp;D uses) and residential should be provided in the CNFE area, with the mix being informed by market conditions and successful place-making.</li> <li>• Encouraging a variety of employment space, together with the need for new office and commercial laboratory floorspace are component parts of delivering new employment on new areas of land, as well as consolidating existing employment areas at Cambridge Business Park and St John’s Innovation Park.</li> <li>• Employment uses should also include pure offices as well as hybrid buildings and buildings aimed at particular sectors or technologies.</li> <li>• Flexibility in responding to the market and economy will be a key consideration.</li> <li>• There needs to be greater reference to middle level jobs not just a focus on high skill jobs as it currently reads. This proposed policy seems to focus on high skills jobs, which as of 2013, made up 70% of the jobs in Cambridge - more focus should be made to the middle level jobs which are desperately needed in Cambridge so people can get out of low skill low paid employment. As it stands this policy does not support the development principle as detailed in chapter 7: “Deliver additional flexible employment space to cater for a range of business types and sizes and supporting a wide range of jobs for local income, skills and age groups”.</li> </ul>
<p>Councils’ response</p>	<p>Revised options regarding employment uses are proposed in the Issues and Options 2019 consultation, taking account of the changing circumstances of the area.</p>

## Chapter 9 – Question 21 (Shared Social Space)

**Do you support or object to the proposed approach on shared social space, and why?**

- Respondents – 16
- Support (including qualified) - 13
- Object - 2
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q21 Shared open space (Support)	<ul style="list-style-type: none"> <li>• General support for the proposed approach.</li> <li>• Appropriate for the area, anything more would impact significantly on the neighbourhood.</li> <li>• Particular support for green spaces.</li> <li>• Support for a local centre to serve CNFE businesses and residents, which should be of a size to provide a range of services and facilities. This would increase the sustainability of CNFE, reducing the need to travel out of the area for such facilities, while fostering a new mixed-use neighbourhood.</li> <li>• Support, but the viability of such leisure/social facilities may depend on which option/mix of options is selected and the pace of re-development.</li> <li>• The concept of shared space is to be encouraged. The new community including businesses should be consulted on what type of shared space they would like.</li> <li>• Will provide valuable on-site facilities.</li> <li>• Support to enable collaboration between tenants and providing a complementary eating/drinking hub for workers, which is not currently available.</li> <li>• Given the potential extent of the Area Action Plan area, the focus should be on a well-located local centre, but more localised provision may be needed too.</li> </ul>
Q21 Shared open space (Object)	<ul style="list-style-type: none"> <li>• This should be a destination for the city and wider region, rather than just for workers on site. The area could include facilities such as an ice rink, concert venue and cinema.</li> <li>• Shared social spaces contribute to open innovation, which has been a key attraction of Cambridge to R&amp;D intensive businesses over the past 10 years. It is highly questionable if an atmosphere of social interaction and open innovation could be fostered at a site which is heavily constrained through noise, odour, insects, vibration and HGV traffic.</li> </ul>
Q21 Shared open space (Comment)	<ul style="list-style-type: none"> <li>• Greater potential could be created by increasing residential provision here. The proposed approach focuses on 'the needs of workers in the area', and does not recognise that shops and facilities could play an important role in serving a new residential community.</li> </ul>
Councils' response	Revised options are proposed in the Issues and Options 2019 consultation, including seeking views on the types of facility that are needed to accompany employment uses.

## Chapter 9 – Question 22a (Change of use from office to residential or other uses – Option a)

**Do you support or object to the proposed Option (a) on change of use from office to residential or other purposes, and why?**

- Respondents – 13
- Support (including qualified) - 6
- Object - 3
- Comment - 4

Question	Key Issues from CNFE Issues and Options consultation 2014
Q22a Change of use - Option a (Support)	<ul style="list-style-type: none"> <li>• Support for the proposed Option A.</li> <li>• It would be counter-productive to introduce restraints which would result in a loss of flexibility at this stage. Commercial buildings will be constructed for commercial use with an inherently long lifespan for such a use. Alternative uses will not therefore be forthcoming and additional policy restraint is not necessary.</li> <li>• The market will determine what is appropriate over time.</li> <li>• It seems unlikely that there will be any great pressure to achieve non-commercial uses at CNFE.</li> <li>• There is currently a great deal of demand for employment uses and related business uses, and further control is not necessary at this stage.</li> </ul>
Q22a Change of use - Option a (Object)	<ul style="list-style-type: none"> <li>• When an area has been planned at Area Action Plan level with facilities to support certain planned uses, increasing residential uses at a later stage when there is no space for required facilities, such as extra green space or school places, results in substandard development.</li> <li>• The Area Action Plan is intended to become an employment hub. This option would allow piecemeal housing, leading to isolated areas of housing not compatible with employment uses.</li> <li>• The presence of significant constraints to residential development (primarily existing odour levels) and the objective of maximising employment development, means that it would be highly desirable for increased protective measures to prevent permitted change of use from office to residential or other uses.</li> </ul>
Q22a Change of use - Option a (Comment)	<ul style="list-style-type: none"> <li>• Change of use from employment to residential use in a mixed-use area could potentially give rise to issues if the property to be changed is in an area where amenity issues may subsequently arise. Removal of prior notification rights is therefore supported.</li> </ul>

	<ul style="list-style-type: none"> <li>• The employment land should be protected for employment uses. There can be conflicts with some business uses and residential and therefore the master plan will have considered this, allowing change of use may have the effect of pepper potting residential dwellings within established employment areas potentially leading to social isolation.</li> </ul>
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**Chapter 9 – Question 22b (Change of use from office to residential or other uses – Option b)**

**Do you support or object to the proposed Option (b) on change of use from office to residential or other purposes, and why?**

- Respondents – 17
- Support (including qualified) - 8
- Object - 6
- Comment - 3

Question	Key Issues from CNFE Issues and Options consultation 2014
Q22b Change of use – Option b (Support)	<ul style="list-style-type: none"> <li>• Employment must be coordinated with residential development.</li> <li>• We need a mix of residential and employment opportunities.</li> <li>• When an area has been planned at Area Action Plan level with facilities to support certain planned uses, increasing residential uses at a later stage when there is no space for required facilities, such as extra green space or school places, results in substandard development.</li> <li>• Change of use from employment to residential use in a mixed-use area could potentially give rise to issues if the property to be changed is in an area where amenity issues may subsequently arise. Removal of prior notification rights is therefore supported.</li> <li>• Support in order to protect new employment development from conversion to residential.</li> <li>• It is appropriate to prevent piecemeal housing in inappropriate locations.</li> <li>• The site should be business/commercial/hi-tech.</li> <li>• Flexibility to allow change of use to residential without planning permission was introduced to bring redundant commercial property back into beneficial use. Given the demand in Cambridge and that demand will be met by property designed to meet current tenant expectations,</li> </ul>



	<p>this will not apply on CNFE and so there should be a policy to protect new employment development (at least for a reasonable time period).</p> <ul style="list-style-type: none"> <li>• The presence of significant constraints to residential development (primarily existing odour levels) and the objective of maximising employment development, means that it would be highly desirable for increased protective measures to prevent permitted change of use from office to residential or other uses.</li> </ul>
Q22b Change of use – Option b (Object)	<ul style="list-style-type: none"> <li>• Objections to option B.</li> <li>• If there is greater need for residential space than for office/laboratory space, that is what should happen, particularly because more employment space will only create the need for more residential space.</li> <li>• It would be counter-productive to introduce restraints which would result in a loss of flexibility at this stage. Commercial buildings will be constructed for commercial use with an inherently long lifespan for such a use. Alternative uses will not therefore be forthcoming and additional policy restraint is not necessary.</li> <li>• It is not strictly necessary to serve an Article 4 direction.</li> </ul>

### Chapter 9 – Question 22c (Change of use from office to residential or other uses – Option c)

#### Do you support or object to the proposed Option (c) on change of use from office to residential or other purposes, and why?

- Respondents – 8
- Support (including qualifying) - 0
- Object - 0
- Comment - 8

Question	Key Issues from CNFE Issues and Options consultation 2014
Q22c Change of use – Option c (Comment)	<ul style="list-style-type: none"> <li>• New employment floor-space is unlikely to be affected by Permitted Development rights in any case.</li> </ul>
Councils' response	For consideration when drafting the Area Action Plan.

## Chapter 9 – Question 23a (Cambridge Science Park – Option a)

### Do you support or object to the proposed Option (a) for Cambridge Science Park, and why?

- Respondents – 12
- Support (including qualified) - 6
- Object - 4
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q23a Cambridge Science Park – Option a (Support)	<ul style="list-style-type: none"> <li>• Support Option A. Proposed Submission Local Plan Policy E/1 provides sufficient support for employment development in key sectors. Further policy guidance risks complicating proceedings for developers, potentially hindering the continued successful development of the Science Park.</li> <li>• Cambridge Science Park has adequate policy direction and protection through the Draft Local Plans. Including the Science Park within the Area Action Plan would risk delaying decision making over development there.</li> <li>• To include the Cambridge Science Park within the boundary of the Area Action Plan risks that the Area Action Plan area will be seen as a success delivering increased employment floor-space by virtue of the Science Park's altering state; development which would happen regardless of the Area Action Plan being in place or not.</li> <li>• There is no reason to add an unnecessary layer of policy for further development at the CSP; this would not be in conformity to the NPPF.</li> <li>• The plan should not interfere with something that is already very successful.</li> <li>• Demand and commercial opportunity will drive intensification proposals, and additional policy guidance for the Science Park is not necessary in the Area Action Plan.</li> </ul>
Q23a Cambridge Science Park – Option a (Object)	<ul style="list-style-type: none"> <li>• The Area Action Plan and Science Park areas should be considered together.</li> <li>• Applying policy guidance ensures a cohesive approach over both sites, which are linked in employment use. One site may provide expansion opportunity for businesses on other and should not have added restrictions/leniency.</li> </ul>

Q23a Cambridge Science Park – Option a (Comment)	<ul style="list-style-type: none"> <li>• The issues related to the Science Park are not unique and there is no requirement for additional policy guidance for Cambridge Science Park.</li> <li>• Site specific policies may be required to control the type and quality of development on opportunity sites within the Area Action Plan area.</li> </ul>
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## Chapter 9 – Question 23b (Cambridge Science Park – Option b)

### Do you support or object to the proposed Option (b) for Cambridge Science Park, and why?

- Respondents – 14
- Support (including qualified) - 9
- Object - 5
- Comment - 0

Question	Key Issues from CNFE Issues and Options consultation 2014
Q23b Cambridge Science Park – Option b (Support)	<ul style="list-style-type: none"> <li>• Integrate Cambridge Science Park with the wider economic area.</li> <li>• The Science Park is to be redeveloped and the whole area should be considered together.</li> <li>• Cambridge Science Park is part of CNFE and should be considered as part of a combined area.</li> <li>• The Science Park has significant potential for future enhancement and connections with the rest of the area and the wider surroundings. To exclude it risks stagnation and uncoordinated future development in the Science Park that could conflict with the CNFE area.</li> <li>• Support in order to protect the Cambridge Science Park from possible conversions and retain its essential character and attractiveness.</li> </ul>
Q23b Cambridge Science Park – Option b (Object)	<ul style="list-style-type: none"> <li>• Proposed Submission Local Plan Policy E/1 provides sufficient support for employment development in key sectors. Further policy guidance would risk complicating proceedings for developers, potentially hindering the continued successful development of the Science Park.</li> <li>• The intensification of uses within the science park is a current and ongoing dynamic; the need to provide guidance is now. To delay providing guidance by placing it within this Area Action Plan would be too late. The Council should seek to address these issues through the Draft Local Plan which could be complemented by</li> </ul>

	<p>Supplementary Planning Guidance, if it is considered necessary at all.</p> <ul style="list-style-type: none"> <li>• Cambridge Science Park (CSP) as an existing entity is very different to a regeneration development. It is not appropriate to apply bespoke CNFE policies as blanket policies to a wider area.</li> <li>• The plan should not interfere with something that is already very successful.</li> <li>• It is not necessary to include the Cambridge Science Park in the Area Action Plan. In light of this, there is no reason why there should be a policy approach for the Science Park.</li> <li>• Cambridge Science Park does not have the same regeneration needs as the CNFE area and is an employment area only, rather than a mixed-use neighbourhood as identified in the proposed CNFE vision. It is not appropriate to share policies between the CNFE area and the Science Park; South Cambridgeshire Local Plan Policy E/1 already provides clear guidance for the development of the Science Park.</li> </ul>
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### Chapter 9 – Question 23c (Cambridge Science Park – Option c)

#### Do you support or object to the proposed Option (c) for Cambridge Science Park, and why?

- Respondents – 8
- Support - 0
- Object - 0
- Comment - 8

Question	Key Issues from CNFE Issues and Options consultation 2014
Q23c Cambridge Science Park – Option c (Comment)	<ul style="list-style-type: none"> <li>• The environment of the Science Park’s early phases with its now-mature trees should be treated carefully, so as not to lose the 'Park' concept.</li> <li>• The inclusion of the Science Park could facilitate a more coordinated approach to the use of Section 106 and CIL funding across the area.</li> <li>• If the Science Park is included within the Area Action Plan then Option B would be preferred to allow for the intensification of technology and R&amp;D uses.</li> <li>• Inclusion within the Area Action Plan area could also help facilitate improvements to the pedestrian environment and connections from existing employment sites to the new</li> </ul>

	<p>railway station. However, the Area Action Plan should be responsive to evidence on market demand and viability to provide flexibility to cope with future economic changes.</p> <ul style="list-style-type: none"> <li>• The Science Park should be independent.</li> </ul>
Councils' response	Views are sought on a revised Area Action Plan boundary in the Issues and Options 2019 consultation which includes the Science Park.

## Chapter 9 – Question 24a (Change of use from industrial to other purposes at Nuffield Road – Option a)

### Do you support or object to the proposed Option (a) on change of use from industrial to other purposes at Nuffield Road, and why?

- Respondents – 12
- Support (including qualified) - 4
- Object - 6
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q24a Change of use at Nuffield Road – Option a (Support)	<ul style="list-style-type: none"> <li>• Support for this option.</li> <li>• Support for this option if there was access from Milton Road.</li> <li>• Industrial land uses are important to the City functionality, and there are no clear agreements to demonstrate that their relocation to within a short distance can be achieved.</li> <li>• The access issues are clearly of concern to local residents and any improvement in this would be welcomed. It is challenging however, given the varied ownership and legal interests on these industrial estates. It seems that either a wholesale change to residential is required or the status quo.</li> </ul>
Q24a Change of use at Nuffield Road – Option a (Object)	<ul style="list-style-type: none"> <li>• Given a choice between residential accommodation and more employment, the preference should be for residential accommodation, as more employment just boosts the need for more housing even further.</li> <li>• This site is suitable for residential, accessed from Green End Road.</li> </ul>
Q24a Change of use at Nuffield Road –	<ul style="list-style-type: none"> <li>• As explained in response to Q.11, Anglian Water would not support sensitive development within the 1.5 odour contour line. The introduction of residential uses within the 1.5 odour contour line has a high risk of loss of amenity which</li> </ul>

Option a (Comment)	may also impact on Anglian Water's ability to operate. Other potentially sensitive development such as the local centre and office uses should also be considered against this risk.
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### Chapter 9 – Question 24b (Change of use from industrial to other purposes at Nuffield Road – Option b)

#### Do you support or object to the proposed Option (b) on change of use from industrial to other purposes at Nuffield Road, and why?

- Respondents – 10
- Support (including qualified) - 2
- Object - 6
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q24b Change of use at Nuffield Road – Option b (Support)	<ul style="list-style-type: none"> <li>• It would make for better zoning.</li> </ul>
Q24b Change of use at Nuffield Road – Option b (Object)	<ul style="list-style-type: none"> <li>• This site is suitable for residential, accessed from Green End Road.</li> <li>• Industrial land uses are important to the City functionality, and there are no clear agreements to demonstrate that their relocation to within a short distance can be achieved.</li> </ul>
Q24b Change of use at Nuffield Road – Option b (Comment)	<ul style="list-style-type: none"> <li>• As explained in response to Q.11, Anglian Water would not support sensitive development within the 1.5 odour contour line. The introduction of residential uses within the 1.5 odour contour line has a high risk of loss of amenity which may also impact on Anglian Water's ability to operate. Other potentially sensitive development such as the local centre and office uses should also be considered against this risk.</li> </ul>

## Chapter 9 – Question 24c (Change of use from industrial to other purposes at Nuffield Road – Option c)

**Do you support or object to the proposed Option (c) on change of use from industrial to other purposes at Nuffield Road, and why?**

- Respondents – 12
- Support (including qualified) - 7
- Object - 4
- Comment – 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q24c Change of use at Nuffield Road – Option c (Support)	<ul style="list-style-type: none"> <li>• Cambridge needs accommodation, especially for key workers, but with access to the accommodation directly from Milton Road. This will reduce traffic in Green End Road and Nuffield Road.</li> <li>• This is a good location for residential accommodation.</li> <li>• This site is suitable for residential, accessed from Green End Road. Residential development here would be good environmentally.</li> <li>• Support this option in order to provide a better environment for residents in the Nuffield road area.</li> </ul>
Q24c Change of use at Nuffield Road – Option c (Object)	<ul style="list-style-type: none"> <li>• Industrial land uses are important to the City functionality, and there are no clear agreements to demonstrate that their relocation to within a short distance can be achieved.</li> <li>• Option B would result in better zoning.</li> </ul>
Q24c Change of use at Nuffield Road – Option c (Comment)	<ul style="list-style-type: none"> <li>• As explained in response to Q.11, Anglian Water would not support sensitive development within the 1.5 odour contour line. The introduction of residential uses within the 1.5 odour contour line has a high risk of loss of amenity which may also impact on Anglian Water's ability to operate. Other potentially sensitive development such as the local centre and office uses should also be considered against this risk.</li> </ul>

## Chapter 9 – Question 24d (Change of use from industrial to other purposes at Nuffield Road – Option d)

**Do you support or object to the proposed Option (d) on change of use from industrial to other purposes at Nuffield Road, and why?**

- Respondents – 9

- Support - 0
- Object - 0
- Comment - 9

Question	Key Issues from CNFE Issues and Options consultation 2014
Q24d Change of use at Nuffield Road – Option d (Comment)	<ul style="list-style-type: none"> <li>• Need to consider the impact of additional traffic as part of this development.</li> <li>• Additional housing should be well back from the road and provided with adequate parking facilities and green spaces.</li> <li>• Potential for relocation of uses beyond the Area Action Plan boundary should also be considered as this creates a greater opportunity for the area.</li> <li>• A flexible mix may be most appropriate to allow the market to respond but avoid the redevelopment of the site for 100% residential given the opportunity of this site to attract employment generating uses in this location.</li> <li>• The site adjoins the proposed guided busway route and has good accessibility on foot to the new station, therefore it would be logical to locate more intensive employment uses on the site.</li> </ul>
Councils' response to Questions 24a – 24d	Views are sought in the Issues and Options 2019 consultation on the approach to this area.

### Chapter 9 – Question 25 (Balanced and Integrated Communities – Wider Employment Benefits)

**Do you support or object to the proposed approach on wider employment benefits, and why? Please add any other suggestions you have for policies and proposals that could be promoted through the Area Action Plan to support local jobs for local people and reduce barriers to employment in the wider area.**

- Respondents – 12
- Support (including qualified) - 9
- Object - 2
- Comment - 1



Question	Key Issues from CNFE Issues and Options consultation 2014
Q25 Wider employment benefits (Support)	<ul style="list-style-type: none"> <li>• It is common sense.</li> <li>• Could help be given to employers to aid the setting up of apprenticeships?</li> <li>• Support – and offer apprenticeships.</li> <li>• The policy aims are not consistent with the overall vision of the use classes which will dominate the Area Action Plan area; however, if the Area Action Plan area refocused its attention to creating a more intense and purposeful industrial hub then the outlined approach is agreeable.</li> <li>• Would expect this to potentially go beyond current provisions.</li> <li>• The proposed approach is supported. This should also reflect the significant training and apprenticeship opportunities that the employment use here could generate, both during construction and afterwards. Cambridge Regional College will be very accessible from this site by guided bus or cycling along the busway.</li> <li>• Support proposed approach; however, should include reference to apprenticeships to ensure opportunities for all avenues into work and skills development.</li> <li>• Support the aspiration to provide training and employment opportunities for local people if it can realistically be delivered.</li> <li>• The policies regarding local employment are supported, access to employment is a key wider determinant of health and local employment should be encouraged to cater for local residential development.</li> </ul>
Q25 Wider employment benefits (Object)	<ul style="list-style-type: none"> <li>• The Area Action Plan cannot be a panacea to resolve Cambridge and South Cambridgeshire employment problems. Whilst local training opportunities, especially apprenticeships, should be encouraged, it is not a role of the planning system to impose such obligations upon developers.</li> <li>• Local Plans should not interfere at this level. It is for the market supported by central Government policy to worry about these issues.</li> </ul>
Q25 Wider employment benefits (Comment)	<ul style="list-style-type: none"> <li>• The ability to provide training and employment opportunities for local people and local procurement may not always be possible or appropriate for all businesses, particularly those within the R&amp;D sector operating within an international market context and reliant on attracting the best international talent. It is considered that bespoke solutions to maximise economic and employment benefits should be secured as part of individual applications rather than through a generic and inflexible policy approach. This</li> </ul>

	will ensure better outcomes tailored to individual circumstances without stifling innovation.
Councils' response	Views are sought in the Issues and Options 2019 consultation on options regarding integration of surrounding areas.

## Chapter 9 – Question 26a (Hotel and Conferencing Facilities – Option a)

### Do you support or object to the proposed option (a) on hotel and conference facilities, and why?

- Respondents – 10
- Support - 0
- Object - 9
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q26a Hotel & Conferencing facilities – Option a (Object)	<ul style="list-style-type: none"> <li>• Support for Option C.</li> <li>• Support for 1 or 2 hotels; consider a mixed-used area essential.</li> <li>• Let existing accommodation plans take account of the project.</li> <li>• The development of the new railway station and regeneration of the wider CNFE area will create a demand for a hotel in this location and this should be recognised in the CNFE Area Action Plan. The land adjacent to the new station provides a sustainable and easily accessible location for a hotel to serve business users associated with the large number of existing and proposed businesses in the CNFE area. The proposed vision for the CNFE states that the area will embrace modern commercial business needs and ensure that the new area is supported with the right social and community infrastructure. See attached Brookgate submission document, Appendix 2: CNFE Redevelopment Option 2a, including a proposed hotel.</li> <li>• An area of land close to the railway station should be provided with dual use allocation of either residential or hotel. If the market demands are great enough the hotel will be developed. The provision of a conference centre could be integrated into the hotel as an ancillary use.</li> <li>• As covered in response to Q.11 above, Anglian Water would not support sensitive development within the 1.5 odour contour line. Potentially sensitive development such as a hotel and conference centre and student</li> </ul>

	accommodation within this contour line would be unacceptable due to the risk of odour adversely affecting the occupants of these buildings. Anglian Water would advise caution in considering any such proposal.
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## Chapter 9 – Question 26b (Hotel and Conferencing Facilities – Option b)

### Do you support or object to the proposed option (b) on hotel and conference facilities, and why?

- Respondents – 12
- Support (including qualified) - 7
- Object - 3
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q26b Hotel & conferencing facilities – Option b (Support)	<ul style="list-style-type: none"> <li>• Support for 1 or 2 hotels; consider a mixed-used area essential. Support for conference accommodation, as people would more than likely use this hotel instead of central ones, meaning less traffic and easier access for residents of East Anglia.</li> <li>• Important to provide hotel facilities in this development.</li> <li>• Support, however subject to viability conference facilities could also be provided. The development of the new railway station and regeneration of the wider CNFE area will create a demand for a hotel in this location. The land adjacent to the new station provides a sustainable and accessible location for a hotel to serve business users associated with the large number of existing and proposed businesses in the CNFE area. The proposed vision for the CNFE states that the area will embrace modern commercial business needs and ensure that the new area is supported with the right social and community infrastructure. See Brookgate submission document, Appendix 2: CNFE Redevelopment Option 2a, including a proposed hotel.</li> <li>• An area of land close to the railway station should be provided with dual use allocation of either residential or hotel. If the market demands are great enough the hotel will be developed. The provision of a conference centre could be integrated into the hotel as an ancillary use.</li> <li>• A hotel here would support business uses on CNFE and Science Park.</li> <li>• Support for the provision of a hotel and/or conference facilities within the mixed-use development of land around</li> </ul>

	the proposed new railway station, on the basis that this would be a supporting use with the focus remaining on employment and office floor space.
Q26b Hotel & conferencing facilities – Option b (Object)	<ul style="list-style-type: none"> <li>• Support for Option C.</li> <li>• As covered in response to Q.11 above, Anglian Water would not support sensitive development within the 1.5 odour contour line. Potentially sensitive development such as a hotel and conference centre and student accommodation within this contour line would be unacceptable due to the risk of odour adversely affecting the occupants of these buildings. Anglian Water would advise caution in considering any such proposal.</li> </ul>
Q26b Hotel & conferencing facilities – Option b (Comment)	<ul style="list-style-type: none"> <li>• If a hotel is provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> <li>• Support either option B or C but may depend on whether development of a hotel at the entrance to the Science Park goes ahead. Any provision allocation in the Area Action Plan needs to be kept flexible if no demand materialises.</li> </ul>

## Chapter 9 – Question 26c (Hotel and Conferencing Facilities – Option c)

### Do you support or object to the proposed option (c) on hotel and conference facilities, and why?

- Respondents – 12
- Support (including qualified) - 9
- Object - 2
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q26c Hotel & conferencing facilities – Option c (Support)	<ul style="list-style-type: none"> <li>• Essential to have at least one hotel with conference facilities, as it can be hard to get a central location for a conference, plus it would reduce traffic movements in the city centre.</li> <li>• Support, however, the provision of conference facilities should be subject to viability. The new railway station and regeneration of the wider CNFE area will create a demand for a hotel and conference facility. The land adjacent to the new station provides a sustainable and accessible location for a hotel and conference centre to serve business users associated with existing and proposed businesses in the CNFE area. This accords with the proposed CNFE vision</li> </ul>

	<p>which states that the area will embrace modern commercial business needs and ensure that the new area is supported with the right social and community infrastructure.</p> <ul style="list-style-type: none"> <li>• An area of land close to the railway station should be provided with dual use allocation of either residential or hotel. If the market demands are great enough the hotel will be developed. The provision of a conference centre could be integrated into the hotel as an ancillary use.</li> <li>• A hotel here would support business uses on CNFE and Science Park.</li> <li>• Provision of a hotel and conference centre close to the station, is supported as part of the mix.</li> <li>• Having both available will be a natural addition to the rail station serving businesses located both here and at the Science Park, allowing their visitors to stay away from the city centre during the business hours, and especially to avoid contributing to traffic in the rush hour.</li> <li>• This would be logical and would enhance the area.</li> </ul>
<p>Q26c Hotel &amp; conferencing facilities – Option c (Object)</p>	<ul style="list-style-type: none"> <li>• As covered in response to Q.11 above, Anglian Water would not support sensitive development within the 1.5 odour contour line. Potentially sensitive development such as a hotel and conference centre and student accommodation within this contour line would be unacceptable due to the risk of odour adversely affecting the occupants of these buildings. Anglian Water would advise caution in considering any such proposal.</li> </ul>
<p>Q26c Hotel &amp; conferencing facilities – Option c (Comment)</p>	<ul style="list-style-type: none"> <li>• If a hotel is provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> <li>• Not so sure about a hotel being too near the station.</li> <li>• A hotel use within any part of the CNFE subject to its siting and relationship to other land uses would be appropriate, and there should be no geographical limitation as to where such facilities could be provided.</li> <li>• Allowance could be made within the Area Action Plan for this use, but flexibility should be maintained. The location of the hotel/conference facilities do not need to be specified at this stage.</li> <li>• There could well be scope and demand for a hotel within the CNFE area. It is not clear however why this would need to be situated "around the new railway station" and there could be perfectly sound reasons why it should be located more centrally within the CNFE area and not to one side by the station.</li> <li>• There is a currently proposed hotel and conference facility on the Science Park in addition to several other hotels within close proximity at Orchard Park, Impington and Quy.</li> </ul>

	<p>If there is sufficient market demand, such proposals should be considered.</p> <ul style="list-style-type: none"> <li>• If a hotel is provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> </ul>
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**Chapter 9 – Question 26d (Hotel and Conferencing Facilities – Option d)**

**Do you support or object to the proposed option (d) on hotel and conference facilities, and why?**

- Respondents – 9
- Support (including qualified) - 1
- Object - 0
- Comment - 8

Question	Key Issues from CNFE Issues and Options consultation 2014
<p>Q26d Hotel &amp; conferencing facilities - Option d (Comment)</p>	<ul style="list-style-type: none"> <li>• Not so sure about a hotel being too near the station.</li> <li>• A hotel use within any part of the CNFE subject to its siting and relationship to other land uses would be appropriate, and there should be no geographical limitation as to where such facilities could be provided.</li> <li>• Allowance could be made within the Area Action Plan for this use, but flexibility should be maintained. The location of the hotel/conference facilities do not need to be specified at this stage.</li> <li>• There could well be scope and demand for a hotel within the CNFE area. It is not clear, however why this would need to be situated "around the new railway station" and there could be perfectly sound reasons why it should be located more centrally within the CNFE area and not to one side by the station.</li> <li>• There is a currently proposed hotel and conference facility on the Science Park in addition to several other hotels within close proximity at Orchard Park, Impington and Quy. If there is sufficient market demand, such proposals should be considered.</li> <li>• If a hotel is provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> </ul>

Councils' response to Questions 26a – 26d	Views are sought in the Issues and Options 2019 consultation on options regarding facilities that should be included in the area given the new vision for the area.
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## Chapter 9 – Question 27 (Housing – Housing Mix)

### Do you support or object to the proposed approach on housing mix, and why?

- Respondents – 13
- Support (including qualified) - 11
- Object - 1
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q27 Housing mix (Support)	<ul style="list-style-type: none"> <li>• Broad support for the proposed approach.</li> <li>• A highly mixed development would be most suitable.</li> <li>• A mix of high-rise and a new area of low-rise on the south side of the railway tracks would be the ideal situation.</li> <li>• There should be mainly affordable housing, or inexpensive let properties.</li> <li>• Could a small percentage be cooperative housing with a mixture of personal and shared living space?</li> <li>• Would like to see 40% affordable housing.</li> <li>• A sustainable mix of dwelling types will result in a range of family units.</li> <li>• The type and size of affordable housing should be informed by the City Council's Housing Policy.</li> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> <li>• The need to ensure a balanced housing mix is supported. A mix of house types and tenures can help community cohesion and help maintain a healthy development.</li> </ul>
Q27 Housing mix (Object)	<ul style="list-style-type: none"> <li>• There should be an explicit reference to the Private Rented Sector (PRS). The significant increase in demand for PRS needs to be accounted for and its provision actively encouraged within the Area Action Plan.</li> <li>• Constraints on the CNFE site must be recognised and a realistic housing mix provided. PRS will play an important role in achieving this outcome.</li> </ul>

Q27 Housing mix (Comment)	<ul style="list-style-type: none"> <li>• Somewhat indifferent as to whether there is a need for housing at CNFE, and whether it should be pursued.</li> <li>• Housing should not be pursued at a level exceeding that indicated in the current version of the Area Action Plan.</li> <li>• If there is to be housing flexibility of tenure should be accepted including affordable housing.</li> </ul>
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding housing mix in the area given the new vision for the area.

## Chapter 9 – Question 28 (Housing - Affordable Housing Requirement)

### Do you support or object to the proposed use of Cambridge City Council's affordable housing requirements for the whole of the CNFE area, and why?

- Respondents – 14
- Support (including qualified) - 8
- Object - 2
- Comment - 4

Question	Key Issues from CNFE Issues and Options consultation 2014
Q28 Affordable housing (Support)	<ul style="list-style-type: none"> <li>• Broad support for proposed approach.</li> <li>• Or even increase the amount to 50% affordable or more.</li> <li>• Support subject to detailed viability testing to ensure delivery across a significant timeframe, and to meet the vision and objectives.</li> <li>• CNFE should be treated the same as any other development.</li> <li>• This approach supports a more balanced community as well as housing located by employment use.</li> </ul>
Q28 Affordable housing (Object)	<ul style="list-style-type: none"> <li>• Preference for a mixture of high-quality council housing and student housing rather than affordable housing. To make developments attractive to developers it is important to allow them to make profits on high quality buildings.</li> <li>• Let the market function policy free.</li> </ul>
Q28 Affordable housing (Comment)	<ul style="list-style-type: none"> <li>• Support for proposed approach, subject to viability testing.</li> <li>• The heavy infrastructure costs and brownfield nature of the land with associated remediation costs must be recognised; viability is of key importance.</li> </ul>



	<ul style="list-style-type: none"> <li>• Support for the City Council's flexible affordable housing requirements, which differentiate between different scales of development; South Cambridgeshire policy is less flexible.</li> <li>• Consideration should be given to PRS developments where a different approach may be required, such as discounted market rents or off-site contributions toward affordable housing provision.</li> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> <li>• Affordable housing requirements should be subject to viability and development will need to mitigate a range of services such as education and transport.</li> </ul>
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding the approach to affordable housing.

## Chapter 9 – Question 29a (Housing - Private Rented Accommodation – Option a)

### Do you support or object to the proposed option (a) on private rented accommodation, and why?

- Respondents – 7
- Support (including qualified) - 7
- Object - 0
- Comment - 0

Question	Key Issues from CNFE Issues and Options consultation 2014
Q29a Private rented accommodation – Option a (Support)	<ul style="list-style-type: none"> <li>• Support, as long as housing is reasonably priced.</li> <li>• Detailed guidance is not necessary as existing policies aim to deliver quality places to live. In addition, there is significant guidance already published that could be beneficially referenced by the authorities.</li> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> </ul>

	<ul style="list-style-type: none"> <li>• Support - allow the market to deliver private rented accommodation rather than encourage it given the uncertain implications.</li> <li>• There is no evidence to justify selecting Option B.</li> </ul>
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## Chapter 9 – Question 29b (Housing - Private Rented Accommodation – Option b)

### Do you support or object to the proposed option (b) on private rented accommodation, and why?

- Respondents – 7
- Support (including qualified) - 1
- Object - 3
- Comment - 3

Question	Key Issues from CNFE Issues and Options consultation 2014
Q29b Private rented accommodation – Option b (Support)	<ul style="list-style-type: none"> <li>• Housing, and affordable housing are at a premium here and houses must not be bought as an investment and kept empty.</li> </ul>
Q29b Private rented accommodation – Option b (Object)	<ul style="list-style-type: none"> <li>• Detailed guidance is not necessary as existing policies aim to deliver quality places to live. In addition, there is significant guidance already published that could be beneficially referenced by the authorities.</li> </ul>
Q29b Private rented accommodation – Option b (Comment)	<ul style="list-style-type: none"> <li>• It will be important to ensure that properties in this area are not bought as investments and either left empty or rented out to commuters.</li> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> </ul>

## Chapter 9 – Question 29c (Housing - Private Rented Accommodation – Option c)

### Do you support or object to the proposed option (c) on private rented accommodation, and why?

- Respondents – 7
- Support - 0
- Object - 0
- Comment - 7

Question	Key Issues from CNFE Issues and Options consultation 2014
Q29c Private rented accommodation – Option c (Comment)	<ul style="list-style-type: none"> <li>• Inexpensive accommodation needs to be provided. Does this option mean there could be council houses? If so, option B could be a very good option.</li> <li>• It is essential there is affordable housing only - ideally with council housing included.</li> <li>• PRS schemes can create quality places to live if they have a clear brief, good design, delivery and collaborative working to. Many authorities are developing PRS design guides to assist developers. The authorities may wish to produce PRS design guidance in association with the developer as part of the Area Action Plan.</li> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads, and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> <li>• Allow a flexible approach.</li> <li>• Private market housing could play a greater role in delivering future housing needs in the Cambridge area, but it is important to allow the market to deliver this form of housing in response to demand. The range of planning policies allow for both the mix and the environmental conditions to be managed through the planning application process without additional polices in the Area Action Plan.</li> </ul>
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding the approach to private rented sector housing, taking account of changes to government policy.

## Chapter 9 – Question 30a (Housing - Student Housing – Option a)

**Do you support or object to the proposed option (a) on student housing, and why?**

- Respondents – 11
- Support (including qualified) - 3
- Object - 8
- Comment - 0

Question	Key Issues from CNFE Issues and Options consultation 2014
Q30a Student housing – Option a (Support)	<ul style="list-style-type: none"> <li>• Support especially as the need for student accommodation in the area has yet to be made.</li> <li>• Limited obvious demand for this use because there are no educational institutions nearby, however the option is supported with evidence of need.</li> </ul>
Q30a Student housing – Option a (Object)	<ul style="list-style-type: none"> <li>• Location too far from Universities and associated facilities.</li> <li>• Market demand for student accommodation and therefore should be permitted/accommodated. Failure to do so would be contrary to the NPPF</li> <li>• Object, use should be integrated.</li> </ul>
Q30a Student housing – Option a (Comment)	<ul style="list-style-type: none"> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> <li>• No more than 20% (Option b)</li> <li>• Anglian Water does not support sensitive development within the 1.5 odour contour line.</li> <li>• This location could also leave students isolated as there are limited facilities available unless there is significant provision on site within the Area Action Plan area.</li> </ul>

## Chapter 9 – Question 30b (Housing - Student Housing – Option b)

**Do you support or object to the proposed option (b) on student housing, and why?**

- Respondents – 8
- Support (including qualified) - 4
- Object - 3
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q30b Student housing - Option b (Support)	<ul style="list-style-type: none"> <li>• Sensible option, but it is difficult to justify a limit and enforce.</li> <li>• Student accommodation supported as a complimentary use to employment, research and development; any proposals for should be complimentary with large proposals refused.</li> </ul>
Q30b Student housing - Option b (Object)	<ul style="list-style-type: none"> <li>• Limit is an inflexible approach which might fail to meet market need and hinder redevelopment.</li> <li>• Support Option A.</li> </ul>
Q30b Student housing - Option b (Comment)	<ul style="list-style-type: none"> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> </ul>

### Chapter 9 – Question 30c (Housing - Student Housing – Option c)

**Do you support or object to the proposed option (c) on student housing, and why?**

- Respondents – 5
- Support (including qualified) - 3
- Object - 1
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q30c Student housing – Option c (Support)	<ul style="list-style-type: none"> <li>• Let the market decide.</li> <li>• Would maintain a flexible approach.</li> <li>• Policy requirement for student accommodation proposals to explain how benefits will outweigh possible negative impacts.</li> <li>• Mitigation is a sensible safeguard which will not result in unnecessary restrictions and ensure this type of use forms part of a balanced community.</li> </ul>
Q30c Student housing –	<ul style="list-style-type: none"> <li>• Object (1)</li> </ul>

Option c (Object)	
Q30c Student housing – Option c (Comment)	<ul style="list-style-type: none"> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> </ul>

### Chapter 9 – Question 9d (Housing – Student - Housing – Option d)

**Do you support or object to the proposed option (d) on student housing, and why?**

- Respondents – 5
- Support: 0
- Object - 4
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q9d Student housing – Option d (Object)	<ul style="list-style-type: none"> <li>• Unnecessary restrictions resulting in lost flexibility towards the evolution of CNFE</li> <li>• Support for Option A</li> </ul>
Q9d Student housing – Option d (Comment)	<ul style="list-style-type: none"> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> </ul>

### Chapter 9 – Question 30e (Housing - Student Housing – Option e)

**Do you support or object to the proposed option (d) on student housing, and why?**

- Respondents – 8
- Support - 0
- Object - 0
- Comment - 8

Question	Key Issues from CNFE Issues and Options consultation 2014
Q30e Student Housing – Option e (Comment)	<ul style="list-style-type: none"> <li>• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.</li> <li>• Flexibility is required at this stage.</li> <li>• Rationale for student accommodation is not clear when it is typically provided in more central locations in Cambridge.</li> <li>• CNFE should be employment focussed allowing other complimentary uses to improve the area’s sustainability.</li> <li>• Student accommodation should be integrated to avoid concentration in one area.</li> </ul>
Councils’ response	Views are sought in the Issues and Options 2019 consultation regarding the approach to private rented sector housing, taking account of evidence prepared to support the Cambridge Local Plan

**Chapter 9 – Question 31 (Services & Facilities - Provision of services and facilities)**

**Do you support or object to the proposed approach on provision of services and facilities, and why? Please also add any other suggestions for provisions of services and facilities.**

- Respondents – 12
- Support (including qualified) - 9
- Object - 0
- Comment – 3

Question	Key Issues from CNFE Issues and Options consultation 2014
Q31 Provision of services & facilities (Support)	<ul style="list-style-type: none"> <li>• Regulation needed to ensure SME provide a wide range of services.</li> <li>• Early provision of schools and health centres where the accommodation is provided.</li> <li>• Supportive of this policy, especially regarding co-location of services for community, retail and leisure uses.</li> <li>• The proposal on services and facilities are supported.</li> <li>• Education and health services must be provided as there is already one school on Nuffield Road and a doctor’s surgery.</li> </ul>

	<ul style="list-style-type: none"> <li>• Brookgate support the proposed approach. In order for the regeneration of the CNFE area to be successful the required services and facilities must be provided. This will require collaborative strategies between key stakeholders and will be easier to achieve on sites such as CB4, where large areas can be brought forward by relatively few stakeholders, simplifying the planning and engagement process. The delivery of such services and facilities is essential to ensure the creation of a vibrant, mixed use neighbourhood, as set out in the proposed vision.</li> <li>• The Science Park is a good example of this approach working.</li> <li>• Support. Balanced, sustainable community requires such services and facilities as do the employees working locally. It is considered important that these are not too fragmented across the CNFE as that could reduce their viability or contribution to extended opening hours and thus service provision.</li> </ul>
<p>Q31 Provision of services &amp; facilities (Comment)</p>	<ul style="list-style-type: none"> <li>• Provision of community facilities need to be allowed for in the original design and built as the development becomes occupied.</li> <li>• Leisure/sporting facilities could be built at the northern and eastern edges of the site (as an acoustic barrier to the A14 and railway).</li> <li>• The proposed approach to the delivery of supporting services is supported in principle. However, the location of facilities must have regard to other development existing or proposed in the locality, so that potential amenity issues arising for example from proximity to the Water Recycling Centre, waste management uses, and the railheads are avoided and/or can be satisfactorily mitigated.</li> <li>• Community facilities should be provided early in the development of the residential component of the development.</li> </ul>
<p>Councils' Response</p>	<p>Views are sought in the Issues and Options 2019 consultation regarding services and facilities that would be needed to support the Cambridge Northern Fringe, taking into account the revised vision for the area.</p>



## Chapter 9 – Question 32 (Services & Facilities - New Local Centre)

**Do you support or object to the proposed approach for the new local centre, and why?**

- Respondents – 15
- Support (including qualified) - 10
- Object - 1
- Comment - 4

Question	Key Issues from CNFE Issues and Options consultation 2014
Q32 New local centre (Support)	<ul style="list-style-type: none"> <li>• Sensible but should not forget SMEs.</li> <li>• Residential flats will ensure the area is not dead in the evenings.</li> <li>• Provided it is tastefully done.</li> <li>• Where there is residential development there must also be local shops and community facilities, including a doctor's surgery.</li> <li>• Brookgate agree that a new local centre is essential to the creation of a vibrant, mixed use neighbourhood as set out in the proposed CNFE vision. It will act as both a focal point and a social hub for the CNFE area. There should be flexibility regarding its location along the Boulevard, positioning it around the station would ensure a highly accessible and sustainable location. It should include new retail provision to meet local needs and complement nearby centres as set out in objective 4 of the proposed development objectives. Employment and residential uses could be provided on upper floors.</li> <li>• Providing sufficient services for immediate needs of community near station most suitable location to ensure maximum use.</li> <li>• Residential flats will ensure the area is not dead in the evenings.</li> <li>• The Crown Estate support the approach set out for the new local centre and welcome the proposals to include retail and other uses within this location. These new uses should be located in one area (as part of the local centre) so as not to dilute the existing office and employment functions of the CNFE area.</li> <li>• The provision of such facilities together is likely to be more sustainable and viable.</li> </ul>

Q32 New local centre (Support)	<ul style="list-style-type: none"> <li>• A new local centre should be created to support the needs of a local community; however, it is not possible to make any informed decision on quantum, uses or location until the deliverability of the Area Action Plan area is further advanced.</li> </ul>
Q32 New local centre (Support)	<ul style="list-style-type: none"> <li>• The proposed new local centre in Options 2-4 is supported in principle. However, it is noted that it is proposed that this include a residential element and other elements which will be used by people, and in Option 2 the local centre appears to lie partially within the odour zone which is not suitable for such a use. The location of the local centre must have regard to other development existing or proposed in the locality, so that potential amenity issues arising for example from proximity to the Water Recycling Centre, waste management uses, and the railheads are avoided and/or can be satisfactorily mitigated.</li> <li>• At this stage the approach is too rigid and could need adaptation if more residential is included. Thus, location and form needs to be less specific.</li> <li>• Turnstone consider that any uses proposed on the CNFE site should be totally complementary to employment uses. Retail facilities of an appropriate scale would be an acceptable use, subject to commercial viability</li> </ul>
Councils' Response	Views are sought in the Issues and Options 2019 consultation regarding the approach to district and local centres that are needed in the area taking into account the revised vision for the Cambridge Northern Fringe.

## Chapter 9 – Question 33 (Services & Facilities - Open Space Standards)

**Do you support or object to the proposed approach on open space standards, and why?**

- Respondents – 19
- Support (including qualified) - 12
- Object - 1
- Comment - 6

Question	Key Issues from CNFE Issues and Options consultation 2014
Q33 Open space	<ul style="list-style-type: none"> <li>• Open spaces will make the area more pleasant to work and live in.</li> </ul>

standards (Support)	<ul style="list-style-type: none"> <li>• Encouragement of wildlife should be a default requirement, with a particular focus on providing habitat for birds, hedgehogs and bees.</li> <li>• Appropriate in the wider context.</li> <li>• Open space should be maximised.</li> <li>• Open space vital for health, relaxation and environmental enhancement - reflects existing standards elsewhere there parity providing sufficient space.</li> <li>• We support the application of the relevant open space standards but wish also to emphasise that the development must be integrated into the wider landscape through the improvement and development of green infrastructure beyond the currently identified site boundary. This should include the creation of a strategic accessible landscape/green space area along the River Cam Corridor and linking Milton Country Park (akin to developments to the south and west of Cambridge).</li> <li>• Support. Open space is very important in high density schemes and can also help to reduce the impact of tall buildings.</li> </ul>
Q33 Open space standards (Object)	<ul style="list-style-type: none"> <li>• Support provision of open space in particular, which is not addressed in Option 1. Support a higher level than shown in any of the Options, given the huge benefits that open space provides to well-being and how crowded Cambridge is.</li> </ul>
Q33 Open space standards (Comment)	<ul style="list-style-type: none"> <li>• Brookgate agree that the re-development of the CNFE area presents a range of opportunities to enhance the existing green infrastructure. There should however remain flexibility to allow the off-site provision of certain open space typologies such as playing fields.</li> <li>• The standards need to be defined in the context of the proposals and the wider context beyond the Area Action Plan area as promoted through enhanced connections to a variety of amenity spaces in the wider area.</li> <li>• On the proviso that the emerging Open Space Standards, as set out in Policy 68 and Appendix I of the Cambridge Local Plan 2014 (proposed submission) only apply to residential development, Turnstone does not object to the approach that has been suggested. It must be clear, however, that the Open Space Standards should only apply to residential developments, and that questions of the appropriate quantum of open space related to commercial developments should be negotiated on a case by case basis.</li> <li>• The approach to the provision of open space is supported in principle. However, regard needs to be paid to amenity issues which may arise from other uses in the CNFE area,</li> </ul>

	<p>such as the Water Recycling Centre, waste management uses and railheads which could give rise to dust, noise and odour. Open space needs to be located in a position where such matters will not arise and/or can be satisfactorily mitigated; otherwise the areas will not be capable of being used and enjoyed for the purpose designed.</p> <ul style="list-style-type: none"> <li>• The policy to require open space is supported, as the action plan area is located in both Cambridge City and South Cambridgeshire the local plan with the greater requirement for open space should be followed to ensure enough provision is made.</li> <li>• Access to open space is a key wider determinant of health.</li> </ul>
Councils' Response	Views are sought in the Issues and Options 2019 consultation regarding the approach to opens space taking into account the revised vision for the site.

### Chapter 9 – Question 34 (Transport – Key transport and movement principles)

**Do you support or object to the proposed key transport and movement principles, and why? Please add any other suggestions you have for key transport and movement principles to improve and promote sustainable travel in the area.**

- Respondents – 24
- Support (including qualified) - 13
- Object - 3
- Comment - 8

Question	Key Issues from CNFE Issues and Options consultation 2014
Q34 Key transport & movement principles (Support)	<ul style="list-style-type: none"> <li>• New bus routes running through the area</li> <li>• New bus stops half way down the new Cowley Road</li> <li>• Old Cowley Road pedestrianized</li> <li>• River taxi, car parking the guided bus, cycling and taxis.</li> <li>• More crossings of the railway and river to assist in traffic flow.</li> <li>• focus on walking, public and cycles - car parking creates too much dead space</li> <li>• A pedestrian/cycle path should be provided, linking the Jane Coston Bridge with the Station.</li> <li>• Good bus links must be provided for those who are unable to walk or cycle to work.</li> <li>• Promotion of non-car and active modes of travel, delivering a highly accessible development.</li> </ul>

	<ul style="list-style-type: none"> <li>• Need to recognise that CNFE will generate additional vehicle trips.</li> <li>• A key principle needs to include 'enhance the Milton Road corridor to ensure that traffic can move efficiently in appropriate locations'.</li> <li>• Cambridgeshire CC Transport Strategy (Cambridge and South Cambridgeshire) and associated strategic transport modelling significantly underestimates development opportunities.</li> <li>• The TSCSC recommendations (and proposed City Deal schemes) don't adequately       <ul style="list-style-type: none"> <li>• address existing highway network constraints or consider measures required to unlock the full potential of CNFE.</li> </ul> </li> <li>• Radical solutions are likely to be required to enable appropriate road based access to the sites.</li> <li>• Strongly support the focus on making transport safer and more sustainable.</li> <li>• Opportunity to create safe and attractive routes for pedestrians and cyclists.</li> <li>• Permeability (for these users) is very important to making the area attractive.</li> <li>• All criteria necessary to ensure sustainability.</li> <li>• Need recognition that some staff and visitors to current and future uses will make journeys by car.</li> <li>• The absence of any information about traffic and junction layout is a considerable omission as it is impossible to assess the relative impacts of the options on existing developments within the Area Action Plan area.</li> <li>• Support the proposed key transport and movement principles and welcome the focus on sustainable transport.</li> <li>• Focus on public and active transport.</li> <li>• Filtered permeability (full access for sustainable modes, no through routes for motor vehicles) needed throughout to create an attractive environment for cycling and walking.</li> <li>• Bus gates to provide efficient bus routes.</li> <li>• Off-site junctions must consider cyclists and walkers avoiding indirect, multi-stage crossings for these users.</li> <li>• Avoid current Cowley Road design that disadvantage active modes in preference to private motor traffic.</li> <li>• Open up parallel Network Rail route as a high quality cycle and walking provision to resolve this issue</li> <li>• Transport and improvements to infrastructure need to consider the whole CNFE Area Action Plan area so that any improvements needed reflect the future needs of the whole area and not individual land ownerships.</li> <li>• Incremental improvements by various land owners based on demand and phasing related only to that land ownership</li> </ul>
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	<p>should be resisted as that may lead to greater disruption over the period in which the CNFE is developed, both to those with the CNFE area and outside as offsite improvements are likely to be required.</p> <ul style="list-style-type: none"> <li>• RLW Estates generally support the transport and movement principles.</li> <li>• Specific reference should be made to the new station and other gateways to the site (such as Milton Road and the Jane Costen Bridge - both as a key element of the sustainable transport infrastructure serving the area, and in terms of its contribution to the role which CNFE should play in fulfilling the wider growth strategy for the Cambridge area.</li> <li>• The approach on transport is broadly supported particularly the approach on walking and cycling.</li> </ul>
<p>Q34 Key transport &amp; movement principles (Object)</p>	<ul style="list-style-type: none"> <li>• Need to maximise the potential for sustainable links between CNFE and existing and planned communities.</li> <li>• Suggested wording is as follows: "To ensure sustainable transport links are made with existing and new communities, including Waterbeach New Town"</li> <li>• Doubtful that the site can fulfil its development potential without the provision of direct access from the A14.</li> <li>• Need to investigate this option.</li> <li>• The transport modelling of the wider development area and mitigation strategies/new road infrastructure will be crucial in the development of the Area Action Plan. Until this modelling data is available and understood, there is no benefit in developing the Area Action Plan.</li> <li>• The Crown Estates do not support the proposals to allow public access through CBP.</li> </ul>
<p>Q34 Key transport &amp; movement principles (Comment)</p>	<ul style="list-style-type: none"> <li>• Access to the new railway station would be significantly improved.</li> <li>• Turn Network Rail's disused private access road from Milton Road to Chesterton sidings along the north side of Cambridge Business Park into a public footpath and cycleway - more pleasant than the foot/cycle path planned for Cowley Road. Would enable the Crown Estate to install side entrances on the North side of the Cambridge Business Park to shorten the walk between offices on the Cambridge Business Park and the new railway station and encourage travel to the Cambridge Business Park by train.</li> <li>• Turning the current railway sidings along the north side of the Business Park in to a cycle / pedestrian route would be more pleasant and convenient than the proposed route for Cowley Road up to the boundary of the current sidings. This would also allow for entrances to be installed on the north side of Cambridge Business Park, allowing easier access for commuters.</li> </ul>

	<ul style="list-style-type: none"> <li>• Policy must also consider the needs of those who are unable to cycle or walk to work.</li> <li>• Cycling is not a solution for everyone, especially older members of the community and the needs of all must be considered.</li> <li>• Where cars are not an option good regular all day and evening public transport must be provided.</li> <li>• Need to provide bus transport to the station for local residents</li> <li>• Cyclists should be considered too and allowed a traffic free approach where the interaction with LGVs/buses is eliminated to improve safety.</li> <li>• Need to emphasise the significant role that could be played by the new railway station and the Guided Bus, both of which clearly have scope to help meet the objective to minimise journeys to the site by private car</li> <li>• All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme. Although this is true of all options, this is particularly the case for those that propose higher levels of development which might require significant transport intervention to ensure that transport impacts are not severe. This applies to both the local networks (walk, cycle, bus, and highway) and also the strategic road (i.e.: Highways Agency) and rail (i.e.: Network Rail) networks.</li> <li>• The CNFE is a mixed use area with a variety of uses existing and proposed through the Area Action Plan. There will be a wide variety of modes of transport ranging from pedestrian and cyclist to heavy commercial vehicles (HCVs) accessing the B2, B8 and Sui Generis areas. It is important to have some degree of separation between HCVs and other users. This is in part encompassed by the objective relating to safety, but the need to separate and avoid conflict between the less compatible transport modes such as HCVs and pedestrian / cyclists could be made more explicit in the transport and movement principles.</li> </ul>
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study.

## Chapter 9 – Question 35 a (Transport – Modal share target - Option a)

Do you support or object to the proposed Option a on modal share target, and why?

- Respondents – 11
- Support (including qualified) - 2
- Object - 5
- Comment - 4

Question	Key Issues from CNFE Issues and Options consultation 2014
Q35a Modal share target – Option a (Support)	<ul style="list-style-type: none"> <li>• Orbital bus routes also for local residents</li> <li>• Support the setting of a modal share target for the CNFE. The 24% car trip target should be applied to trips that have an origin and destination within Cambridge City only, recognising that short urban trips have the highest propensity to be undertaken on foot, by bicycle or public transport.</li> <li>• This may be challenging to deliver given the potential employment levels created here and the regional draw to such employment. It is considered that a target is required but this needs to be realistic and challenging.</li> </ul>
Q35a Modal share target – Option a (Object)	<ul style="list-style-type: none"> <li>• The modal share target set for of 24% car trips by 2031 is an aspirational target, it is not clear how this will be obtained or monitored, it should also be noted that there is an obvious funding gap in the Councils transport infrastructure plans.</li> <li>• Paragraph 154 of the NPPF advises that Councils should be aspirational but realistic. Due to transportation infrastructure funding gaps it is doubtful if this target is realistic.</li> <li>• Matching the modal share target is not ambitious enough. It should be possible to do much better than in other areas of Cambridge. When working within the constraints of an existing road network, improvements for pedestrians and cyclists in particular are difficult to achieve. In developing a new area there is no reason to repeat those mistakes, and a much better modal share should be achieved.</li> <li>• The absence of any information about traffic generation means it is impossible to assess if this target is achievable.</li> <li>• Support option C</li> </ul>
Q35a Modal share target –	<ul style="list-style-type: none"> <li>• Orbital bus, with new rail/river crossing to Wadloes Road</li> <li>• Pedestrianised existing Cowley Road, with traffic rerouted on a new road adjacent to the sewage works</li> </ul>



Option a (Comment)	<ul style="list-style-type: none"> <li>• Pedestrianised area around the new square (as featured on map)</li> <li>• Buses running until midnight with stops on the new Cowley Road (B on map)</li> <li>• Bus routes from the north (A10/Waterbeach/Milton) should be routed via the new station to improve connectivity via public transport and buses should run every day and up to midnight, to encourage people to use the bus.</li> <li>• All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks.</li> </ul>
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### Chapter 9 – Question 35 b (Transport – Modal share target - Option b)

**Do you support or object to the proposed Option b on modal share target, and why?**

- Respondents – 13
- Support (including qualified) - 8
- Object - 4
- Comment - 1

<b>Question</b>	<b>Key Issues from CNFE Issues and Options consultation 2014</b>
Q35b Modal share target – Option b (Support)	<ul style="list-style-type: none"> <li>• Orbital bus, with new rail/river crossing to Wadloes Road</li> <li>• Pedestrianise existing Cowley Road, with traffic rerouted on a new road adjacent to the sewage works</li> <li>• Pedestrianised area around the new square (as featured on map)</li> <li>• Buses running until midnight with stops on the new Cowley Road (B on map)</li> <li>• Show we can be innovative and leading for new infrastructure.</li> <li>• Make the area an example of what can be achieved. Cambridge is already a tech and academic hub; and in the next few years will, hopefully, become a model cycling city. Let's merge those three together and show the country what is possible. Silicon Valley-meets-Copenhagen, if you will.</li> </ul>

	<ul style="list-style-type: none"> <li>• The rail, bus and cycle links make this an ideal opportunity to maximise travel by train, bus and cycling instead of by car.</li> <li>• Modal share targets need to be ambitious but realistic and achievable. The Cambridgeshire County Council Cambridge Sub Regional Model (CSRМ) should be utilised to undertake further transport modelling work for the CNFE to develop appropriate modal share targets for the CNFE. Once further modelling work has been undertaken it will be possible to identify whether tougher modal share targets can be achieved at the CNFE.</li> <li>• It should be possible to do much better than in other areas of Cambridge. When working within the constraints of an existing road network, improvements for pedestrians and cyclists in particular are difficult to achieve. In developing a new area there is no reason to repeat those mistakes, and a much better modal share should be achieved.</li> <li>• The absence of any information about traffic generation means it is impossible to assess if this target is achievable.</li> <li>• Subject to viability; recognise the need to minimise car journeys and exploit the enhanced transport infrastructure.</li> <li>• Strongly support Option B</li> <li>• Go beyond the target set for the city and make the area an exemplar scheme.</li> <li>• This development is an ideal opportunity to have aspirational transport goals.</li> <li>• The Guided Busway, a new rail link and the local cycle network provide excellent connections by public and active transport.</li> <li>• Every effort should be made to minimise private motor vehicle use at this location.</li> </ul>
<p>Q35b Modal share target – Option b (Object)</p>	<ul style="list-style-type: none"> <li>• Policies that attempt to force people into doing things they don't want to will both be unpopular and cause trouble - see, for example, the parking problems in Orchard Park resulting from insufficient provision of parking spaces.</li> <li>• To set an unrealistic target for modal shift at a time when there is an obvious funding gap in the Councils transport infrastructure plans would not be compliant with paragraph 154 of the NPPF</li> <li>• Support option C</li> </ul>
<p>Q35b Modal share target – Option b (Comment)</p>	<ul style="list-style-type: none"> <li>• All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks.</li> </ul>

## Chapter 9 – Question 35 c (Transport – Modal share target - Option c)

Do you support or object to the proposed Option c on modal share target, and why?

- Respondents – 6
- Support (including qualified) - 3
- Object - 2
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q35c Modal share target – Option c (Support)	<ul style="list-style-type: none"> <li>• It is inappropriate to set such targets in policy before the precise mix of uses is known and understood.</li> <li>• The absence of any information about traffic generation means it is impossible to assess if this target is achievable.</li> <li>• I don't think a local plan such as this should get itself involved in such matters and not constrain any particular form of transport.</li> </ul>
Q35c Modal share target – Option c (Object)	<ul style="list-style-type: none"> <li>• Support using this opportunity to minimise car usage.</li> <li>• Realistic and achievable targets should be set in order to determine the likely transport impact of the CNFE and to what extent travel planning and transport improvements are able to mitigate the impact. Modal share targets should be produced to inform the development of a package of phased transport measures required to achieve the targets.</li> </ul>
Q35c Modal share target – Option c (Comment)	<ul style="list-style-type: none"> <li>• All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks.</li> </ul>

## Chapter 9 – Question 35 d (Transport – Modal share target - Option d)

Do you support or object to the proposed Option d on modal share target, and why?

- Respondents – 8
- Support - 0
- Object - 0
- Comment - 8

Question	Key Issues from CNFE Issues and Options consultation 2014
Q35d Modal share target – Option d (Comment)	<ul style="list-style-type: none"> <li>• There should be a footpath (and possibly cycle path as well) from the new station to Green End Road, to encourage local people to leave cars at home.</li> <li>• Buses should stop along Milton Road to collect local people who want to use the station etc. At present many buses travel along Milton Road, but few stop.</li> <li>• Perhaps buses travelling along Milton Road could also serve the station via Cowley Road.</li> <li>• I would like to be able, for example, to get on a bus at Union Lane to take me to the new station.</li> <li>• The 24% car trip target by 2031 only focuses on car trips within Cambridge. Therefore further assessment work is required to identify realistic CNFE site wide car modal share targets and targets for individual land uses. The CNFE modal share targets need to be linked to a package of phased transport measures that are required to achieve the modal share targets.</li> <li>• Whilst the benefits of an overly prescriptive approach to mode share within the area are questionable it is clear there is strong potential for the CNFE Area to become an exemplar sustainable community and destination. To ensure this goal is fulfilled, sustainable transport links to existing and new communities, including Waterbeach New Town, need to be emphasized.</li> <li>• Good pedestrian/cycle links are required for all the surrounding areas such as Milton via Jane Coston Bridge, Chesterton via the sidings triangle, and Abbey and Fen Ditton via the planned Chisholm Trail river bridge. Bus shuttles should be considered for all the surrounding areas with departure/arrival times properly matched with rail services. Through bus services such as the green P&amp;R service or number 9 should call at the station with Citi 2 terminus.</li> <li>• It is very difficult, at this early stage in the evolution of CNFE, to say with certainty that modal shift percentages can and will be achieved. It is certainly a worthwhile objective to ensure that modal share targets that are set for the whole of Cambridge are met on the site, and there is room for optimism that this can be achieved at CNFE. This will however be an exacting target, and Turnstone do not</li> </ul>

	<p>consider that it would yet be appropriate to seek to go beyond the target of 24% set for the City as a whole.</p> <ul style="list-style-type: none"> <li>• Not possible to set a precise target at present given the uncertainty at this stages in the process as regards the mix of land uses in the scheme. However RLW Estates object to no mode share target being set as this would almost certainly undermine the transport and movement principles.</li> <li>• All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks.</li> </ul>
Councils' response to Question 35a – 35d	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. This includes a revised approach to mode share, proposing use of a highway 'trip budget' .

## Chapter 9 – Question 36a (Transport – Vehicular access and road layout - Option a)

### Do you support or object to the proposed Option a for Cowley Road, and why?

- Respondents – 10
- Support - 2
- Object - 6
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q36a Vehicular access & road layout - Option a (Support)	<ul style="list-style-type: none"> <li>• Minimise car usage and maximise use of rail, bus and cycling.</li> <li>• Do not build any additional roads.</li> <li>• Retain existing Cowley Road as the main access road for all modes of transport.</li> <li>• Need to re-route HGV movements on a dedicated route to the north of Cowley Road and provide a more pedestrian and cycle friendly main access through the Area Action Plan area along Cowley Road.</li> <li>• The whole of the 'corridor' between the disused NR access road, the First Public Drain and the existing Cowley Road</li> </ul>

	<p>should be used to create a wide tree-lined boulevard delivering a high quality walking and cycling route as well as appropriate vehicle access to CNFE.</p>
<p>Q36a Vehicular access &amp; road layout - Option a (Object)</p>	<ul style="list-style-type: none"> <li>• Pedestrianise existing Cowley Road</li> <li>• New boulevard to the north, adjacent to the sewage works</li> <li>• HGV banned from turning right towards the station</li> <li>• By retain Cowley Road as the only entrance / exit into the Area Action Plan site, future development opportunities would be restricted especially those associated with industrial / waste / minerals uses which is what this Area Action Plan should focus its attention on developing</li> <li>• Option A would be a disaster. Need to improve pedestrian and cycling access to the new station. The road is too narrow and totally unsuitable for these users to share it with general traffic.</li> <li>• The absence of any information about traffic generation means it is impossible to assess the impacts of this option. Increased traffic, including heavy goods traffic will impact upon existing businesses and may prejudice safety of pedestrians and cyclists.</li> <li>• There will be an increasing number of users and a wide variety of modes of transport using this area, ranging from pedestrian and cyclists going to the offices and the station, to HCVs. The redevelopment of the area provides an opportunity to improve conditions. This includes improved separation between HCVs and other users, given the significant levels of demand likely to be generated by the Area Action Plan proposals, but also to minimise the impact of such traffic on other land uses through minimisation of noise and vibration of vehicles</li> </ul>
<p>Q36a Vehicular access &amp; road layout - Option a (Comment)</p>	<ul style="list-style-type: none"> <li>• Retain Cowley Road as the main site access but Milton Road corridor must cater for sustainable modes of travel to allow reliable journey times from new and existing communities.</li> <li>• No objection to separating the heavy industrial traffic from pedestrians and cyclists.</li> <li>• No objection in principle to the creation of a new access road along the southern boundary of the WRC. However, land ownership details will need to be clarified.</li> </ul>

**Chapter 9 – Question 36b (Transport – Vehicular access and road layout - Option b)**

**Do you support or object to the proposed Option b for Cowley Road, and why?**

- Respondents – 14
- Support - 5
- Object - 4
- Comment - 5

<b>Question</b>	<b>Key Issues from CNFE Issues and Options consultation 2014</b>
Q36b Vehicular access & road layout – Option b (Support)	<ul style="list-style-type: none"> <li>• To protect the area from increased congestion, there must be a focus on encouraging people to use sustainable modes of transport.</li> <li>• Need to make the routes safe and easy to use for cyclists and pedestrians, improving the journey times and experience for everyone.</li> <li>• A second vehicular access is a reasonable compromise. However, it must consider active modes at a design stage; efficient access, priority over side roads, dedicated space. Also there should be no through routes between the two vehicular accesses, to prevent rat running and create a safe attractive space for active modes. Filtered permeability and bus gates should be used to enable active and public modes have full access to the site.</li> <li>• Option B is supported above Option A, but less than Option C.</li> <li>• Cowley Road access would also be greatly improved by opening up the old Network Rail access track as a high quality off road cycle and walking connection.</li> <li>• Priority for cyclists and pedestrians will become increasingly important</li> <li>• Would segregate station and cycling/walking traffic from main employment route. However, the absence of any information about traffic generation means it is impossible to assess the impacts of this option. Increased traffic, including heavy goods traffic will impact upon existing businesses and may prejudice safety of pedestrians and cyclists.</li> </ul>
Q36b Vehicular access & road layout – Option b (Object)	<ul style="list-style-type: none"> <li>• Minimise car usage and maximise use of rail, bus and cycling.</li> <li>• Do not build any additional roads.</li> <li>• Object to proposal to restrict private car movements on Cowley Road. A Quality Bus corridor is being constructed south of Cowley Road as an extension of the existing CGB.</li> </ul>

	<p>This route should be open to all public transport vehicles both guided and un-guided. The CGB route is sufficient to provide reliable and fast public transport services to the new railway station and the Area Action Plan area. High quality cycle facilities can be provided parallel to the existing Cowley Road by utilising the disused Network Rail site access road, without needing to restrict vehicle movements on Cowley Road.</p> <ul style="list-style-type: none"> <li>• No details about funding necessary before a large quantum of development can take place. This would prioritise sustainable modes of transport suitable for the Area Action Plan site if this included a large amount of residential and office uses. Doubtful that those uses can be delivered.</li> </ul>
<p>Q36b Vehicular access &amp; road layout – Option b (Comment)</p>	<ul style="list-style-type: none"> <li>• Support the focus on walking, cycling and public transport. But to make a route truly attractive for these users, pedestrians should not be forced to share pavement with cyclists and cyclists should have a route separate from the road. There is no reason why this cannot be achieved and it is unclear whether even option B would do this, as Cowley Road will still be narrow even if most of its traffic is removed. What is really needed is a new route away from the road.</li> <li>• The improvements to Cowley Road are supported but sustainable modes of travel along the Milton Road corridor must be catered for to allow reliable journey times from new and existing communities. Any new junction arrangements with Milton Road must be shown to deliver benefits to all but with reference to the hierarchy of users.</li> <li>• There will be an increasing number of users and a wide variety of modes of transport using this area, ranging from pedestrian and cyclists going to the offices and the station, to HCVs accessing the B2, B8 and Sui Generis areas. It is important to have separation between HCVs and other users, not least to ensure the safety of those moving in and through the area.</li> <li>• Priority for cyclists and pedestrians will become increasingly important.</li> <li>• We understand the importance of seeking to separate the heavy industrial traffic from pedestrians and cyclists and have no objection in principle to the creation of a new access road along the southern boundary of the WRC. However, the detail of land ownership will need to be explored as some of this appears to be on land in the ownership of Anglian Water.</li> </ul>



**Chapter 9 – Question 36c (Transport – Vehicular access and road layout - Option c)**

**Do you support or object to the proposed Option c for Cowley Road, and why?**

- Respondents – 14
- Support - 8
- Object - 1
- Comment - 5

<b>Question</b>	<b>Key Issues from CNFE Issues and Options consultation 2014</b>
Q36c Vehicular access & road layout – Option c (Support)	<ul style="list-style-type: none"> <li>• Keeping heavy traffic away from any residential development is highly desirable.</li> <li>• HGV route will be needed</li> <li>• Option C is supported above Option A and Option B</li> <li>• Support the provision of a new Heavy Goods Vehicle access parallel and to the north of Cowley Road for industrial, minerals and waste activities only. This vehicle access strategy will significantly reduce heavy good vehicle movements from Cowley Road, allowing the flexibility to create a safer walking and cycling environment for CNFE residents and employees along the Cowley Road corridor.</li> <li>• Support in principle. The creation of a dedicated HGV access to support the existing industries on site is considered to be a positive step in developing the Area Action Plan site for an industrial hub. However, there remains substantial concern about the funding and deliverability of such a solution.</li> <li>• The absence of any information about traffic generation means it is impossible to assess the impacts of this option.</li> <li>• Cowley Road should be prioritised for the station, office and any residential traffic. Turnstone agrees that it would be sensible for any heavy goods vehicle (HGV) access to be provided parallel and to the north of Cowley Road, for industrial, minerals and waste activities only. This should not pre-determine that heavy industrial or - for instance - minerals/aggregates uses will be a permanent feature at CNFE, but it would make considerable sense to have appropriate contingencies in terms of access in place right from the very outset.</li> <li>• The provision of a new HGV access to the area would be a major benefit for all industrial, minerals and waste activities taking place in the area. A route separating HGV traffic from traffic accessing the station, office and residential areas would be a major improvement in terms of Health</li> </ul>

	<p>and Safety. It would also reduce congestion and improve the ease and efficiency of access for all concerned.</p> <ul style="list-style-type: none"> <li>• We understand the importance of seeking to separate the heavy industrial traffic from pedestrians and cyclists and have no objection in principle to the creation of a new access road along the southern boundary of the WRC. However, the detail of land ownership will need to be explored as some of this appears to be on land in the ownership of Anglian Water.</li> </ul>
Q36c Vehicular access & road layout – Option c (Object)	<ul style="list-style-type: none"> <li>• It would encourage developments which lead to more lorries going to the site.</li> </ul>
Q36c Vehicular access & road layout – Option c (Comment)	<ul style="list-style-type: none"> <li>• All aggregate lorries should access the site via westbound on-off slips from the A14 and not go onto Milton Road at all.</li> <li>• Access solutions that look to segregate heavy vehicle traffic from more vulnerable users are supported but designs and movement strategies must ensure that the future wholesale redevelopment of the area is acknowledged.</li> <li>• HGV route will be needed.</li> <li>• There will be an increasing number of users and a wide variety of modes of transport using this area, ranging from pedestrian and cyclists going to the offices and the station, to HCVs accessing the B2, B8 and Sui Generis areas. It is important to have separation between HCVs and other users, not least to ensure the safety of those moving in and through the area.</li> </ul>

## Chapter 9 – Question 36d (Transport – Vehicular access and road layout - Option d)

### Do you support or object to the proposed Option d for Cowley Road, and why?

- Respondents – 19
- Support (including qualified) - 2
- Object - 1
- Comment - 16

Question	Key Issues from CNFE Issues and Options consultation 2014
Q36d Vehicular access & road layout – Option d (Support)	<ul style="list-style-type: none"> <li>• The nearside lane of Milton Road southbound from the interchange should be a Cowley Road only filter lane.</li> <li>• A route for aggregate lorries serving the A14 improvements to come off the A14 westbound directly (left-off, left-on) to fill up at ground level from the aggregate depot, would be a great improvement, so that this activity did not affect the development of the area or traffic on Milton Road. If a left-turn-off left-turn-on route is made west of the railway then it should continue beside the A14 to join with Cowley Road as a dedicated access for heavy lorries headed towards Cambridge.</li> <li>• Cyclists and pedestrians need to be catered for on each and every access road. Should the plan opt for a second access road the Campaign recommends that no through routes for motor vehicles are created between them, preventing the temptation for drivers to rat-run through the development to beat traffic on Milton Road. Flexibility and convenience of routes for active modes must be as good, indeed better, than that available for motorised vehicles. Providing this filtered permeability is crucial for central areas to be attractive for cycling and walking.</li> </ul>
Q36d Vehicular access & road layout – Option d (Object)	<ul style="list-style-type: none"> <li>• Plan does not seem terribly joined up about road access. The whole question of linkages to the A14 from Fen Road could be readily added into this mix, unsnarling major traffic issues.</li> </ul>
Q36d Vehicular access & road layout – Option d (Comment)	<ul style="list-style-type: none"> <li>• A route for aggregate lorries serving the A14 improvements to come off the A14 westbound directly (left-off, left-on) to fill up at ground level from the aggregate depot, would be a great improvement, so that this activity did not affect the development of the area or traffic on Milton Road.</li> <li>• Strategic traffic modelling work is required to identify the highway capacity improvements required on the Milton Road corridor and access to the site. Priority needs to be given in the City Deal to funding transport schemes that improve the accessibility of the CNFE site.</li> <li>• Area-wide travel planning should be given greater importance in reducing existing vehicular travel demand by extending the existing Travel Plan Plus scheme. The County Council also needs to undertake further assessment work to understand the impact of the new railway station on the potential for modal shift from car to rail trips in the local area.</li> </ul>

	<ul style="list-style-type: none"> <li>• Concentrate major highway improvements in the interface where Cowley Road meets Milton Road - to perpetuate a situation of the whole CNFE area being accessed through a single stretch of road wedged between the Innovation Park and the TV building is simply going to exacerbate existing problems.</li> <li>• The quantum of development envisaged through the Area Action Plan should be reduced to reflect that which is sustainable in the next five years. This needs to take account of the delivery times for the railway station, Guided busway interchange and the Milton Road A10 / A14 access upgrades.</li> <li>• Need to widen Milton Road to two lanes southbound, between the Science Park junction and the busway. Congestion approaching the Science Park is already a serious problem, particularly as it often stretches back to the A14. This problem can only become worse if the area is developed, even if the focus is on sustainable transport.</li> <li>• Vehicle access into and out of the CNFE Plan area remains a significant problem. A major new interchange is required for vehicle traffic, with the existing network of footpath and cycleways creating links to the surrounding area. If provision is not materially increased, existing problems will be exacerbated, dissuading landowners from looking at alternative uses and discouraging investors from bringing forward development proposals.</li> <li>• Insufficient detail to comment at this stage.</li> <li>• Cyclists should be considered too and allowed a traffic free approach where the interaction with LGVs/buses is eliminated. This is the chance to prevent the distressing and needless deaths one sees so often in London and the cities.</li> <li>• Bus priority measures are being explored along Milton Road and this is supported in principle. The potential to intelligently use carriageway space in the vicinity of the Science Park should also be explored to respond to changes in tidal demand.</li> <li>• We understand the importance of seeking to separate the heavy industrial traffic from pedestrians and cyclists and have no objection in principle to the creation of a new access road along the southern boundary of the WRC. However, the detail of land ownership will need to be explored as some of this appears to be on land in the ownership of Anglian Water.</li> <li>• In addition to the vehicular options proposed through the CNFE Area Action Plan, in order to relieve traffic congestion around the existing A14/Milton Road junction, TTP Consulting have considered whether an additional</li> </ul>
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	<p>access from the A14 to the station could be included within the Area Action Plan and delivered as part of the redevelopment. Request consideration of this option to address existing and future transport, highways and access issues.</p> <ul style="list-style-type: none"> <li>• Option depends upon the final option chosen for CNFE, its context of the whole site and not individual land ownerships or phasing. Separation of cyclists and pedestrians from vehicles should be an aim.</li> <li>• All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks.</li> <li>• Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft Area Action Plan.</li> </ul>
Councils' response to Questions 36a – 36d	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft Area Action Plan.

**Chapter 9 – Question 37a (Transport – Parking at transport interchange - Option a)**

**Do you support or object to the proposed Option a for parking at the proposed new rail/bus transport interchange, and why?**

- Respondents – 7
- Support (including qualified) - 1
- Object - 5
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q37a Parking at transport	<ul style="list-style-type: none"> <li>• Low-level car parking facilities</li> </ul>

interchange – Option a (Support)	
Q37a Parking at transport interchange – Option a (Object)	<ul style="list-style-type: none"> <li>• Object to the current proposed surface car parking layout. The consented layout fails to make best use of the site. It would be difficult to extend or to construct a multi-storey structure on the footprint given the site's shape and proximity to the Bramblefields reserve.</li> <li>• Better location for a surface car park is adjacent to the existing main railway line, north of new station building. A conventional rectangular footprint could be used, being more efficient in terms of the number of spaces and providing flexibility to convert to a multi-storey car park if sufficient future demand arises.</li> <li>• Short-sighted option: Justification for capacity not provided</li> <li>• CNFE Area should maximise developable land in and around the comprehensive transport networks that exist.</li> <li>• Support option B</li> </ul>
Q37a Parking at transport interchange – Option a (Comment)	<ul style="list-style-type: none"> <li>• Final proposal should inform car parking provision which has a strong relationship to traffic generation. Need to balance operational needs with encouraging high levels of access by non-car means and supporting sustainable transport access to the site, ensuring minimal residual impact on the highway network.</li> </ul>

### Chapter 9 – Question 37b (Transport – Parking at transport interchange - Option b)

#### Do you support or object to the proposed Option b for parking at the proposed new rail/bus transport interchange, and why?

- Respondents – 14
- Support (including qualified) - 12
- Object - 0
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q37b Parking at transport interchange – Option b (Support)	<ul style="list-style-type: none"> <li>• Makes better use of the land and not everyone can walk or cycle to the station. Would there be appropriate public transport when the late trains arrive from London?</li> <li>• Support a multi-storey car park. Witness the pressure on parking at the main station. Not everyone can walk or cycle.</li> </ul>

	<ul style="list-style-type: none"> <li>• Support the location of a surface car park that makes best use of the overall site. It is recommended that the surface car park is constructed adjacent to the existing main railway line to the north of the new station building. The surface car park could be laid out in a conventional rectangular footprint which is more efficient in terms of the number of spaces and provides flexibility to convert to a multi-storey car park if there is sufficient future demand.</li> <li>• Final proposal should inform car parking provision which has a strong relationship to traffic generation. Need to balance operational needs with encouraging high levels of access by non-car means and supporting sustainable transport access to the site, ensuring minimal residual impact on the highway network.</li> <li>• Important to make best use of the available space</li> <li>• Flexible option with more realistic longer term solution although no details of capacity given</li> <li>• The efficient use of land is supported in this key Cambridge North location where strong sustainable transport links are already in place and will be enhanced between existing and new communities, including Waterbeach New Town.</li> <li>• Will ensure more people have the ability to use the station</li> <li>• Maximises land use, potentially enables a wider range of land uses and should enable more residential development away from the odour footprint.</li> </ul>
<p>Q37b Parking at transport interchange – Option b (Comment)</p>	<ul style="list-style-type: none"> <li>• Final proposal should inform car parking provision which has a strong relationship to traffic generation. Need to balance operational needs with encouraging high levels of access by non-car means and supporting sustainable transport access to the site, ensuring minimal residual impact on the highway network.</li> <li>• Should consider a multi-storey car park. Cambridge North could, and possibly should be, a new city centre, so we will need considerably more parking than is currently proposed in the future.</li> </ul>

**Chapter 9 – Question 37c (Transport – Parking at transport interchange - Option c)**

**Do you support or object to the proposed Option c for parking at the proposed new rail/bus transport interchange, and why?**

- Respondents – 5
- Support - 0
- Object - 0
- Comment - 5

Question	Key Issues from CNFE Issues and Options consultation 2014
Q37c Parking at transport interchange – Option c (Comment)	<ul style="list-style-type: none"> <li>• The car parking at the Station should be for station users only. The car park should not be operated as a 'park and ride' site for the CGB.</li> <li>• Final proposal should inform car parking provision which has a strong relationship to traffic generation. Need to balance operational needs with encouraging high levels of access by non-car means and supporting sustainable transport access to the site, ensuring minimal residual impact on the highway network.</li> <li>• Adequate provision should be made to preclude overspill parking elsewhere in the area.</li> <li>• The key priority as regards car parking is to ensure that it is provided to a standard and in a way which supports the overall strategy for CNFE. Therefore, proper provision needs to be made both for appropriate car parking, but also for public realm befitting of one of the main entrances to CNFE.</li> </ul>
Councils' response to Questions 37a – 37c	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft Area Action Plan.

### Chapter 9 – Question 38a (Transport – Car Parking standards - Option a)

**Do you support or object to the proposed Option a for car parking standards, and why?**

- Respondents – 7
- Support (including qualified) - 4
- Object - 1
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q38a Car parking standards –	<ul style="list-style-type: none"> <li>• Parking standards should not be more onerous than in the rest of the city especially given the location on the edge of the settlement.</li> <li>• This is the least worst Option</li> </ul>



Option a (Support)	<ul style="list-style-type: none"> <li>• Should include CCC adopted car parking standards and cycle parking standards.</li> <li>• The Crown Estates are planning to improve the amount of cycle parking provision and quality at CBP, and hope to deliver</li> <li>• on this initiative within 2015, again this is part of their Sustainability Action Plan.</li> </ul>
Q38a Car parking standards – Option a (Object)	<ul style="list-style-type: none"> <li>• The car parking restrictions in appendix L8 of the referenced documents are far too tight - see what has happened about car parking in Orchard Park</li> </ul>
Q38a Car parking standards – Option a (Comment)	<ul style="list-style-type: none"> <li>• Brookgate support the use of car parking standards across the whole area that are more restrictive than the car parking standards policy set by the Cambridge City Council car parking standards, to reflect the highly sustainable location. The current policy however forms a useful starting point in discussions over car parking levels.</li> <li>• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network.</li> <li>• More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks.</li> </ul>

## Chapter 9 – Question 38b (Transport – Car Parking standards - Option b)

**Do you support or object to the proposed Option b for car parking standards, and why?**

- Respondents – 10
- Support (including qualified) - 6
- Object - 3
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q38b Car parking standards – Option b (Support)	<ul style="list-style-type: none"> <li>• In the future cars should not be the primary mode of transport.</li> <li>• Support more restrictive car parking standards across the whole area to reflect the highly sustainable location. Transport modelling work will assist in determining the appropriate levels of car parking taking into account the site accessibility and proposed land-uses. It should be recognised that car parking levels particularly for commercial development should not be set too low as it may make development unattractive to potential tenants, particularly given the high car parking levels consented on adjacent established commercial development sites. The under-provision of car parking could also lead to off-site overspill parking.</li> <li>• Consideration to be given to this to reflect sustainability of location</li> <li>• Restricting car parking standards across the whole area will reflect the area’s highly sustainable location.</li> <li>• Enabling active and public transport must be the focus for this development. Restrictions on private motor use are part of achieving this mode shift.</li> <li>• Sensible approach to maximise more sustainable forms of transport as well as encouraging employers to support more sustainable forms of transport for travel to work.</li> </ul>
Q38b Car parking standards – Option b (Object)	<ul style="list-style-type: none"> <li>• Even tighter restriction for residential accommodation would be ridiculous (see answer to 38a). However, there is a need to ensure that parking intended for residents and their visitors isn't usurped by station and business users. Therefore such parking should not be "on-street" but within the confines of each property, in order to avoid having to pay for a "residents' parking scheme".</li> <li>• Encourages on-street parking, competition for spaces and does not reduce car usage, just displaces it.</li> <li>• This is the worst option.</li> </ul>
Q38b Car parking standards – Option b (Comment)	<ul style="list-style-type: none"> <li>• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network.</li> <li>• More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks</li> </ul>

## Chapter 9 – Question 38c (Transport – Car Parking standards - Option c)

Do you support or object to the proposed Option c for car parking standards, and why?

- Respondents – 6
- Support (including qualified) - 1
- Object - 3
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q38c Car parking standards – Option c (Support)	<ul style="list-style-type: none"> <li>• Support only providing displacement of station area parking is carefully controlled to prevent problems elsewhere.</li> </ul>
Q38c Car parking standards – Option c (Object)	<ul style="list-style-type: none"> <li>• As experience in the rest of Cambridge has shown, if you stop people parking in one place or charge for it they will just move to parking somewhere nearby (even, it seems, on double yellow lines). Therefore, you have no option but to either provide entirely adequate car parking facilities for those who want to park, or to provide car parking facilities on individual properties that are owned by the residents.</li> <li>• Brookgate object to a 'tiered' approach to car parking standards based on the proximity to the station. The success of the whole Area Action Plan will in part be based on linking the benefits of the new station and the extension of the CGB with the whole Area Action Plan site through a variety of sustainable transport measures including encouraging walking, train/cycle, shuttle buses and other innovative solutions which will allow the whole allocation (and the wider area) to shift from car dominated transport to other modes.</li> <li>• This is the second worst Option.</li> </ul>
Q38c Car parking standards – Option c (Comment)	<ul style="list-style-type: none"> <li>• More focus on public transport</li> <li>• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network.</li> <li>• More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split</li> </ul>

	targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks.
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## Chapter 9 – Question 38d (Transport – Car Parking standards - Comments)

### Do you have other comments on car parking standards?

- Respondents – 9
- Support (including qualified) - 1
- Object - 0
- Comment - 8

Question	Key Issues from CNFE Issues and Options consultation 2014
Q38d Car parking standards (Support)	<ul style="list-style-type: none"> <li>• It is entirely appropriate for the Plan to acknowledge that car parking in and around a new CNFE area will be an important part of any new development. This is particularly the case where existing employment areas have established patterns of movement and car parking which seek to meet the needs of users. We acknowledge that owners and tenants of existing buildings will perhaps need a more stringent car parking management system in place to ensure that there is no abuse of the spaces within their control.</li> </ul>
Q38d Car parking standards (Comment)	<ul style="list-style-type: none"> <li>• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network.</li> <li>• More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks</li> <li>• A balanced approach is required recognising the accessibility of the site by non-car modes but also the need to provide appropriate levels of operational car parking. Further modelling work should be undertaken to inform the car parking standards for each of the land uses proposed on the CNFE site.</li> <li>• It is important that any new developments which do come forward do not compound existing parking problems. Landowners such as St John's College along with their</li> </ul>

	<p>tenants may well need a more stringent car parking management system to ensure proper controlled parking in the instance where new significant development is coming forward.</p> <ul style="list-style-type: none"> <li>• All the options fail to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station. This replicates the horrendous conditions at Cambridge railway station where vehicles pick up and deposit people just a couple of metres from the front door, creating a fume-filled and dangerous approach, frequently gridlocked and preventing buses from completing a turning round a small roundabout. This delays the buses from arriving at their stops, delays the public travelling on them and makes it the poor relation.</li> <li>• Consideration to be given to reflect sustainability of location</li> <li>• No preference on the three options but it is relevant that car use can be further discouraged by ensuring sustainable links are secured to existing and planned communities, including Waterbeach New Town. A relationship between accessibility and parking provision is a sensible and pragmatic approach. Any adopted parking standards need to consider the volume of vehicles that this could in turn generate and the implications for traffic and transport along the important Milton Road corridor.</li> <li>• Turnstone agrees that appropriate levels of car parking must be planned for as part of the CNFE development. However, parking associated with the railway station must not, under any circumstances, interfere with the need to create a proper entrance/arrival point to CNFE, and therefore parking should not be delivered for cars at the expense of high quality provision for bicycles, bus interchange and public realm.</li> <li>• Crown Estate do not support a restriction in car parking standards or further cycle parking spaces.</li> </ul>
<p>Councils' response to Questions 38a – 38d</p>	<p>Views are sought in the Issues and Options 2019 consultation regarding the approach to transport, and in particular car parking. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft Area Action Plan.</p>

## Chapter 9 – Question 39a (Transport – Cycle Parking standards - Option a)

### Do you support or object to the proposed Option a for cycle parking standards, and why?

- Respondents – 4
- Support (including qualified) - 2
- Object - 1
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q39a Cycle parking standards – Option a (Support)	<ul style="list-style-type: none"> <li>• The standards have been successfully used on the CB1 development, a similar highly sustainable transport hub.</li> <li>• The Crown Estate support Option A for the CNFE Area Action Plan to include CCC adopted car parking standards and cycle parking standards. The Crown Estate are planning to improve the amount of cycle parking provision and quality at CBP, and hope to deliver on this initiative within 2015, again this is part of their Sustainability Action Plan.</li> </ul>
Q39a Cycle parking standards – Option a (Object)	<ul style="list-style-type: none"> <li>• Sustainable location given existing and new cycleway links, therefore adequate provision needed which is likely to exceed local plan standards.</li> </ul>
Q39a Cycle parking standards – Option a (Comment)	<ul style="list-style-type: none"> <li>• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network.</li> <li>• More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks.</li> </ul>

## Chapter 9 – Question 39b (Transport – Cycle Parking standards - Option b)

### Do you support or object to the proposed Option b for cycle parking standards, and why?

- Respondents – 12
- Support (including qualified) - 10
- Object - 1
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q39b Cycle parking standards – Option b (Support)	<ul style="list-style-type: none"> <li>• The more available cycle parking there is the more attractive and convenient this area will be for cycling to &amp; from CNFE.</li> <li>• Providing even greater amounts of cycle parking that are expected to be used seems an appropriate way to encourage people to use cycles. If you are hoping that some workers will arrive by train and then cycle to locations on the Science Park, then you need to provide sufficient secure cycle storage to enable people to leave their cycles at the station overnight and at weekends.</li> <li>• A higher standard of cycle parking will be needed and it would be absurd to create a pleasant cycling environment but not require there to be enough spaces for all potential users.</li> <li>• New cycleways will encourage more cycling and therefore higher level of provision likely.</li> <li>• Consideration to be given to higher standard to reflect sustainability of location.</li> <li>• This would be more likely to maximise the potential for employees and visitors to travel by bike, for example between Waterbeach New Town and the CNFE Area.</li> <li>• The Campaign supports Option B: higher cycle parking standard across the whole area to reflect the highly sustainable location. High-quality, easily accessible and available cycle parking throughout the site is entirely appropriate for enabling high cycling use at all destinations - employment, residential and the station. The Campaign also recommends secure, covered cycle parking in residential areas as these reduce theft and deterioration of residents' bikes.</li> </ul>
Q39b Cycle parking standards –	<ul style="list-style-type: none"> <li>• Brookgate object to higher cycle parking standards as the current standards are sufficient to deal with the likely demand for cycle parking in areas with good cycle infrastructure and connectivity.</li> </ul>

Option b (Object)	
Q39b Cycle parking standards – Option b (Comment)	<ul style="list-style-type: none"> <li>• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network.</li> <li>• More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks.</li> </ul>

### Chapter 9 – Question 39c (Transport – Cycle Parking standards - Option c)

#### Do you support or object to the proposed Option c for cycle parking standards, and why?

- Respondents – 8
- Support (including qualified) - 5
- Object - 2
- Comment - 1

Question	Key Issues from CNFE Issues and Options consultation 2014
Q39c Cycle parking standards – Option c (Support)	<ul style="list-style-type: none"> <li>• I would also like to see cycle lockers as an option in the station cycle parking areas.</li> <li>• To encourage cycling, it will be essential to have sufficient, safe, well-lit, adequately roofed cycle parking</li> <li>• We would also like to see cycle lockers as an option in the station cycle parking areas.</li> <li>• The station will inevitably be used for commuting and encouraging travel to the station by cycle should be supported and provided for. The Guided Busway links will also encourage the use of cycling from possibly further than may otherwise be the case.</li> </ul>
Q39c Cycle parking standards – Option c (Object)	<ul style="list-style-type: none"> <li>• Brookgate object to a 'tiered' approach to cycle parking standards based on the proximity to the station. The success of the whole Area Action Plan will in part be based on linking the benefits of the new station and extension of the CGB with the whole Area Action Plan site through a variety of sustainable transport measures including encouraging walking, train/cycle, shuttle buses and other innovative solutions which will allow the whole allocation</li> </ul>



	<p>(and the wider area) shift from car dominated transport to other modes.</p> <ul style="list-style-type: none"> <li>• New cycleways will encourage more cycling and therefore higher level of provision likely.</li> </ul>
Q39c Cycle parking standards – Option c (Comment)	<ul style="list-style-type: none"> <li>• • The ability to park a cycle in a safe, secure, and convenient location is a key aspect of encouraging and supporting travel by bike. Cycle parking provision at least in line with standards will be required. However, furthermore detailed analysis will be needed on cycle mode share and targets to determine an appropriate level that maximises cycle access to the area. This is likely to confirm a level of provision in excess of standards given the high levels of non-car mode split likely to be required</li> </ul>

### Chapter 9 – Question 39d (Transport – Cycle Parking standards - Option d)

#### Do you have other comments on cycle parking standards?

- Respondents – 5
- Support - 0
- Object - 0
- Comment - 5

Question	Key Issues from CNFE Issues and Options consultation 2014
Q39d Cycle parking standards (Comments)	<ul style="list-style-type: none"> <li>• The City Council have a preference for cycle parking to be provided using Sheffield Stands. Increasingly double stacking racks are being installed and used at rail stations and are widely used new residential and non-residential developments. Double stackers provide added benefits, maximising cycle parking provision and making the most efficient use of limited space. It is suggested that the Cambridge City cycle parking standards are updated to reflect the increased use and popularity of double stackers. The provision of a high proportion of cycle parking using double-stackers would maximise the efficient use of the CNFE site.</li> <li>• Consideration to be given to higher standard to reflect sustainability of location</li> <li>• In order to achieve the modal share targets envisaged, high levels of cycle parking provision will be required. As a starting point the standards in the emerging Local Plan (Policy 82 and Appendix L) should be adopted, but Turnstone agrees that there may be scope for higher levels of provision in close proximity to the railway station interchange.</li> </ul>

	<ul style="list-style-type: none"> <li>• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network.</li> <li>• More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks</li> <li>• Object to further cycle parking spaces.</li> </ul>
Councils response to Question 39a – 39d	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft Area Action Plan. Particular views are sought regarding the approach to cycle parking.

## Chapter 9 – Question 40 (Transport – Movement, severance & permeability)

**What further provision should be made to improve the cycle and pedestrian environment in the Cambridge Northern Fringe East area, and are there any other pedestrian and cycleway linkages that are important, and you wish to be included in the plan?**

- Respondents – 25
- Support (including qualified) - 2
- Object - 1
- Comment - 22

Question	Key Issues from CNFE Issues and Options consultation 2014
Q40 Movement, severance & permeability (Support)	<ul style="list-style-type: none"> <li>• Off-site connections are crucial for enabling a high cycling and walking mode share. These should have separate provision for each mode - no shared use. Priority over side accesses. Separated from motor traffic. Direct (not multi-stage) protected crossings at off side junctions.</li> <li>• Major connections to consider: Jane Coston bridge; Northern Guideway; Fen Road (through Chesterton Sidings Triangle); Cowley Road (need to ensure Network Rail track is protected from development to use as cycle and</li> </ul>

	<p>pedestrian access to station); Chisholm trail (including bridge).</p> <ul style="list-style-type: none"> <li>• Suggest that filtered permeability (full access for sustainable modes, no through routes for motor vehicles) is used throughout the development, to create an attractive environment for cycling and walking free from the noise and pollution of through traffic.</li> </ul>
<p>Q40 Movement, severance &amp; permeability (Object)</p>	<ul style="list-style-type: none"> <li>• The North Area (including Science Park) is dis-joined in cycling planning. Cycle routes should also be better joined up to create more safe, segregated cycling. The question of bridges and river crossings in Chesterton should be addressed as part of this plan - people still face a nightmare-ish commute north of the river to these re-generated areas.</li> </ul>
<p>Q40 Movement, severance &amp; permeability (Comment)</p>	<ul style="list-style-type: none"> <li>• Consider pedestrian and cycling infrastructure as two separate priorities, and keep pedestrian/cycle routes separate. In all cycling infrastructure cyclists should be given the same right-of-way as vehicular traffic - new cycle routes should not be broken up by side roads.</li> <li>• Look at the following routes into the area: Milton Road; Green End Road; Fen Road.</li> <li>• Improvement to cycling infrastructure here should be considered as part of the plan, encouraging more people to travel by bike.</li> <li>• Make Network Rail's disused private access road from Milton Road to Chesterton sidings a public footpath and cycleway for travelling to and from the new railway station. This would be more pleasant and convenient than the pedestrian and cycle route currently proposed for Cowley Road.</li> <li>• The Crown Estate could install side entrances on the North side of the Cambridge Business Park to shorten the walk between offices on the Cambridge Business Park and the new railway station and encourage travel to the Cambridge Business Park by train.</li> <li>• There should be a new bridge over the river for cyclists to reach the station directly from the Abbey area. I believe this has already been discussed and I hope approved.</li> <li>• Cycling along Fen Road should be made safer; I think there are already proposals for this.</li> <li>• Access should be available between the newly pedestrianised Cowley Road and the Business Park to avoid the need to walk all the way up to Cowley Road if pedestrians are coming from the south. Initially this could be at the very end of the Business Park, with additional access to the side once the area there gets developed.</li> <li>• Provide more connections to the North and East of the area: a cycle tunnel under the A14 near the railway into</li> </ul>

	<p>Milton Country Park, and a level crossing link to Fen Road and onwards to the River Cam via Grassy Corner.</p> <ul style="list-style-type: none"> <li>• Safeguard the old Network Rail (Lafarge) track on the south side of the First Public Drain as a dedicated cycle path to the station.</li> <li>• These ideas need careful thought to provide suitable access for everyone. Local consultation would be desirable.</li> <li>• Provide a direct route (avoiding all the junctions off Milton Road) from the Jane Coston Bridge to the railway station.</li> <li>• CNFE should deliver improvements to the Milton Road corridor and the Jane Coston Bridge corridor, improving cycle access to the CNFE site and improving connections northwards to Milton village.</li> <li>• The City Deal should deliver the Chisholm Trail to improve cycle connectivity to the south along with good quality local links into Chesterton.</li> <li>• High quality cycle facilities could be provided parallel to the existing Cowley Road by utilising the disused Network Rail site access road to help improve links to Milton Road and the existing Science Park.</li> <li>• Links from the Jane Coston bridge are very important, both to the new station and to Milton Road (where the existing path has much scope for improvement).</li> <li>• Any considerations for further provision of cycle and pedestrian access in CNFE should take account of both the existing and planned mineral and waste activities in the area and the importance of separation between HCVs and other users.</li> <li>• The carpark should be sited a minimum of 100 metres away from the new station in order to improve safety and air quality for pedestrians and cyclists. A covered walkway could be provided, if one is also provided from public transport users - but priority must be given to pedestrians and users of public transport (excludes taxis). Similarly, a taxi rank should not be any closer than 100 metres to allow space for ordinary and guided buses.</li> <li>• Support the need to maximise linkages, but there are insufficient details to assess proposals fully at this stage.</li> <li>• There are economic and environmental benefits in ensuring CNFE has sustainable links not only to existing residential neighbourhoods but also planned new communities. The Area Action Plan should set out how CNFE will contribute to securing and/or enhancing cycle links to the proposed Waterbeach New Town. Specifically cycle links along the River Cam, through Milton, between the Jane Coston Cycle Bridge and the CNFE and also along any future bus priority routes - especially along the</li> </ul>
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	<p>Chisholm Trail to connect to the future busway links under the A14.</p> <ul style="list-style-type: none"> <li>• Support for proposed attention to cycle improvements linked to Chisholm Trail and Milton Road.</li> <li>• Consideration needs to be given to how cycling and walking linkages could be improved to the north of the area, specifically linking to Milton Country Park and the River Cam/Hailing Way.</li> <li>• A further pedestrian / cycle tunnel under or bridge over the A14 to the West of the River Cam and East of the existing Coston Cycle Bridge would bring significant benefits.</li> <li>• Good pedestrian/cycle links are required for all the surrounding areas such as Milton via Jane Coston Bridge, Chesterton via the sidings triangle, and Abbey/Fen Ditton via the planned Chisholm Trail river bridge.</li> <li>• The Area Action Plan must recognise existing cycle infrastructure which exists in the area, and must consider the scope that may exist for enhancing this.</li> <li>• There are important links to the CNFE area from the north, via the Jane Coston Bridge, and possibly up from the River Cam corridor. Adequate provision must be provided in terms of wide cycle paths, etc, but also these gateways are made as attractive as they possibly can be.</li> <li>• Good linkages for pedestrians and cyclists and, potentially, horse riders should be achieved to the eastern boundary of the site linking with the River Cam Corridor (and its special neighbourhood) and Milton Country Park (including proper wide tunnel etc under or bridge over the A14 adjacent to the River Cam).</li> <li>• Effective and sympathetic solutions need to be found to link with existing neighbourhood to south of the new Guided Bus Route and the River Cam / Chisholm Cycle Trail.</li> <li>• Support for access between the new railway station and existing offices in the Area Action Plan, specifically Cambridge Business Park. Potential pedestrian/cycle access options, supported by Business Park occupiers have previously been worked up by Scott Brownrigg and HED and are enclosed for information. We would therefore like to see these options included within the next stage of the Area Action Plan.</li> <li>• The proposals should not go ahead unless as part of the scheme a cycle footway is provided on Network Rail land alongside Cowley Road. The scheme needs a safe route for cyclists and pedestrians; the Cowley Road footpath as proposed would have the entrances across it.</li> <li>• The strategy must focus on connectivity with key destinations lying to the south and north, including accessibility to CNFE itself and as part of the wider</li> </ul>
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	corridor, including the link between Waterbeach new town (via Jane Coston Bridge) and the city centre. In addition, the opportunity for linking the Chisholm Trail northwards through CNFE to the Milton Country Park via the rail corridor should also be taken.
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft Area Action Plan. Views are sought on a range of connections that could be enhanced.

### Chapter 9 – Question 41a (Climate change & Environmental quality – Sustainable design & construction & flood risk - Option a)

#### Do you support or object to the proposed Option a on sustainable design and construction, and flood risk?

- Respondents – 8
- Support (including qualified) - 3
- Object - 2
- Comment - 3

Question	Key Issues from CNFE Issues and Options consultation 2014
Q41a Sustainable design & construction & flood risk – Option a (Support)	<ul style="list-style-type: none"> <li>• Development should not be more expensive than elsewhere in the City. Should comply with policy which complies with NPPF or other national standards.</li> <li>• Anglian Water support option (a) which proposes that the CNFE area relies upon Local Plan policies related to climate change and sustainable design and construction.</li> </ul>
Q41a Sustainable design & construction & flood risk – Option a (Object)	<ul style="list-style-type: none"> <li>• • Support Option B.</li> </ul>

<p>Q41a Sustainable design &amp; construction &amp; flood risk – Option a (Comment)</p>	<ul style="list-style-type: none"> <li>• Due to the constant changes in Building Regulations requirements and with regards to sustainability, standards targets are unrealistic at such an early stage of policy formation. The relevant Building Regulations standards will be imposed at the point of delivery on the ground.</li> <li>• Support for Option A. Creating a specific and potentially more onerous policy framework for the CNFE would be strongly objected to by St John's College, assuming that their landholdings would fall within the Plan area.</li> <li>• Rely on Local Plan policies related to climate change and sustainable design and construction.</li> </ul>
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**Chapter 9 – Question 41b (Climate change & Environmental quality – Sustainable design & construction & flood risk - Option b)**

**Do you support or object to the proposed Option b on sustainable design and construction, and flood risk?**

- Respondents – 14
- Support (including qualified) - 7
- Object - 2
- Comment - 5

Question	Key Issues from CNFE Issues and Options consultation 2014
<p>Q41b Sustainable design &amp; construction &amp; flooding – Option b (Support)</p>	<ul style="list-style-type: none"> <li>• This is the future so let's do it now.</li> <li>• In view of the low-lying nature of this area and the flood map which shows very flood-prone areas just between here and the river, it is essential that SuDS do not discharge water into the ground. There are gravels under the wider area which have been extracted in places, and water runs under the railway and out at ground level on Chesterton Fen in places. As much rainwater as possible to be used on-site.</li> <li>• The Area Action Plan does not mention stormwater retention, balancing ponds to achieve greenfield runoff (or sewage farm runoff) rates etc. This must be addressed.</li> <li>• Support the proposal for redevelopment in the vicinity to be above the existing standards identified within the Local Plan policies. SuDS should also consider the improvement of water quality as a key feature.</li> <li>• BREEAM is the standard CNFE should be working to.</li> <li>• Support for proposals to develop policies for renewable and low carbon energy generation and sustainable design and construction. Recommendation that these should be</li> </ul>

	<p>worded to ensure benefits for the natural environment are maximised.</p> <ul style="list-style-type: none"> <li>• Support. Given the reputation of the adjoining Science Park and the likely employment uses within CNFE, it is considered that aspiring to high levels of sustainable design should be expected, although this may in itself be driven as much by occupier demand as policy.</li> </ul>
<p>Q41b Sustainable design &amp; construction &amp; flooding – Option b (Object)</p>	<ul style="list-style-type: none"> <li>• Adds further onerous requirements to costs. Should comply with policy which complies with NPPF or other national standards.</li> <li>• Anglian Water support option (a) which proposes that the CNFE area relies upon Local Plan policies related to climate change and sustainable design and construction.</li> </ul>
<p>Q41b Sustainable design &amp; construction &amp; flooding – Option b (Comment)</p>	<ul style="list-style-type: none"> <li>• Concern that this is a Flood Zone 1 area.</li> <li>• It is vital that rainwater run-off is controlled and contained such that it does not seep through the underlying gravels to flood the residential and industrial properties on Fen Road to the east, which lie at a lower level. The groundwater is already very close to the surface on Fen Road and frequently floods.</li> <li>• Due to the constant changes in Building Regulations requirements and with regards to sustainability, standards targets are unrealistic at such an early stage of policy formation. The relevant Building Regulations standards will be imposed at the point of delivery on the ground.</li> <li>• At present the proposal to develop a bespoke sustainable design and construction policy for CNFE through Option B seeks a minimum BREEAM standard of 'excellent' for all 'new non-residential development' under point (a). As 'new non-residential development' would include future mineral and waste applications, where operations can be designed without the need for a building, question whether a minimum standard of BREEAM excellent is relevant in these circumstances? As such we would recommend that point (a) is reworded to make reference to non-residential built development in the form of offices and industrial units etc. which excludes mineral and waste uses</li> <li>• Support exploration of bespoke policies for CNFE subject to viability.</li> </ul>



**Chapter 9 – Question 41c (Climate change & Environmental quality – Sustainable design & construction & flood risk - Option b)**

**Do you have other policy option suggestions for sustainable design and construction and flood risk?**

- Respondents – 5
- Support - 0
- Object - 0
- Comment - 5

<b>Question</b>	<b>Key Issues from CNFE Issues and Options consultation 2014</b>
Q41c Sustainable design & construction & flood risk (Comments)	<ul style="list-style-type: none"> <li>• The Area Action Plan does not mention stormwater retention, balancing ponds to achieve greenfield runoff (or sewage farm runoff) rates etc. This must be addressed.</li> <li>• Due to the constant changes in Building Regulations requirements and with regards to sustainability, standards targets are unrealistic at such an early stage of policy formation. The relevant Building Regulations standards will be imposed at the point of delivery on the ground.</li> <li>• The Area Action Plan should rely on policies in the emerging Cambridge Local Plan 2014 (proposed submission), as these will have been subjected to independent scrutiny by the Local Plan Inspector. There is no basis for more exacting standards being applied in the case of development within the CNFE area.</li> <li>• In view of the low-lying nature of this area and the flood map which shows very flood-prone areas just between here and the river, it is essential that SuDS do not discharge water into the ground. There are gravels under the wider area which have been extracted in places, and water runs under the railway and out at ground level on Chesterton Fen in places. As much rainwater as possible to be used on-site.</li> <li>• The Area Action Plan does not mention stormwater retention, balancing ponds to achieve greenfield runoff (or sewage farm runoff) rates etc. This must be addressed.</li> <li>• Anglian Water support option (a) which proposes that the CNFE area relies upon Local Plan policies related to climate change and sustainable design and construction.</li> </ul>
Councils' response to	Views are sought in the Issues and Options 2019 consultation regarding the approach to sustainability standards and SUDS.

Questions 41a  
– 41c

**Chapter 9 – Question 42 (Climate change & Environmental quality – Renewable & low carbon energy generation)**

**Do you support or object to the proposed approach on renewable and low carbon energy generation, and why? If you have other policy option suggestions for renewable and low carbon energy generation please add your suggestions.**

- Respondents – 15
- Support (including qualified) - 8
- Object - 0
- Comment - 7

Question	Key Issues from CNFE Issues and Options consultation 2014
Q42 Renewable & low carbon energy generation (Support)	<ul style="list-style-type: none"> <li>• It has to be done to protect the future.</li> <li>• It would be irresponsible to ignore energy efficiency and generation with new buildings.</li> <li>• Site wide provision of energy generation gives economies of scale but needs careful consideration re technologies promoted to ensure no adverse impacts. Anaerobic digester proposals must fit with surrounding uses.</li> <li>• These types of schemes need encouragement.</li> <li>• Support for proposals to develop policies for renewable and low carbon energy generation and sustainable design and construction. Recommendation that these should be worded to ensure benefits for the natural environment are maximised.</li> <li>• CNFE may present opportunities for a site wide approach to renewable and low carbon generation. It may be that this is not completely site wide, but it should certainly be considered for substantial areas, for example, combined heat and power plants. While phasing may be challenging in terms of capacity in the early stages, consideration to such provision should be made.</li> <li>• With regard to waste processing facilities, further work in this respect would be supported.</li> </ul>
Q42 Renewable & low carbon	<ul style="list-style-type: none"> <li>• Some sort of CHP plant may be appropriate. However, a municipal organic waste processing could be a very antisocial neighbour - put these away from residential areas.</li> </ul>

energy generation (Comment)	<ul style="list-style-type: none"> <li>• Objection to anaerobic digestion facilities (option B) as these can be very smelly. Support for every building having integral solar PV generation tiles, high quality insulation and double glazing.</li> <li>• Developments should be required to meet the current Building Regulations standards at the point of delivering the development. The removal of the requirement to achieve a 10% reduction due to Low or Zero Carbon standards (LZC's)/passive solar design is however welcome. It would be useful to clarify what is meant by suitable LZC's for the area. All technologies should be technically and economically viable.</li> <li>• The requirement for new waste management processing facilities to carry out a feasibility study for the potential for anaerobic digestion is onerous and inappropriate. The waste management uses proposed for this area through the adopted Cambridgeshire and Peterborough Minerals and Waste Plan are a Household Recycling Centre (dealing with bulky household waste items) and a permanent inert waste recycling facility; neither of these facilities would be treating organic municipal waste. The only suitable location for anaerobic digestion would appear to be the Water Recycling Centre where sludge treatment works, involving the importation of sludge from elsewhere, is already in place.</li> <li>• Support approach but object to anaerobic digestion in this location due to potential impacts on quality of new community and amenity.</li> <li>• There is no reason why the Area Action Plan should not reference the potential desirability of an area-based approach towards renewables and low carbon energy generation. However, it may be inappropriate to be overly prescriptive on this particular issue</li> </ul>
Council's response	Views are sought in the Issues and Options 2019 consultation regarding the approach to sustainability standards and SUDS.

## Chapter 9 – Question 43 (Climate change & Environmental quality – Health Impact Assessment)

### Do you support or object to the proposed approach on Health Impact Assessments, and why?

- Respondents – 7
- Support (including qualified) - 6
- Object - 1
- Comment - 0

Question	Key Issues from CNFE Issues and Options consultation 2014
Q43 Health Impact Assessment (Support)	<ul style="list-style-type: none"> <li>• Sensible and an example for the future.</li> <li>• Approach is supported for residential and office/industrial built development; However, prudent to require a Full Health Impact Assessment for all residential development given the mixed use of the area, especially if residential development is located in proximity to the Water Recycling Centre and/or aggregates railheads and other uses which have the potential to give rise to amenity issues.</li> <li>• In the case of future minerals and waste development on CNFE, where activities may largely be conducted outside of a building and are considered compatible with the existing surrounding minerals and waste uses, this should be acknowledged within the proposed approach. It is therefore recommended that the proposed approach is strengthened in relation to residential development and remains as identified for office type built development, with an acknowledgement that minerals and waste uses are excluded from this requirement.</li> <li>• The requirement of requiring a health impact assessment is supported.</li> <li>• The concept of requiring a Health Impact Assessment accords with the South Cambridgeshire local plan (current and proposed) and with the Cambridgeshire Health and Wellbeing Strategy.</li> <li>• Support - Support. The odour footprint needs to be updated following the recent investment in the Water Recycling Centre so that the information and odour zones are up to date.</li> </ul>
Q43 Health Impact Assessment (Object)	<ul style="list-style-type: none"> <li>• The requirement for a Health Impact Assessment is overly onerous and is not currently required, or proposed to be required, by Cambridge City Council. The CNFE area is a part of Cambridge City and it is not considered necessary to introduce additional requirements for the production of HIA's in support of planning applications. The production of HIA's incurs additional costs/time which will not assist developers to efficiently deliver the necessary projects required to regenerate the CNFE area. Local Plan polices/EIA requirements already result in the provision of sufficient supporting information for planning applications.</li> </ul>
Councils' response	Health issues are addressed in the Issues and Options 2019 consultation.

## Chapter 9 – Question 44 (Climate change & Environmental quality – Alternative policy approaches)

Are there alternative policy approaches or policy options you think we should have considered?

- Respondents – 4
- Support - 0
- Object - 0
- Comment – 4

Question	Key Issues from CNFE Issues and Options consultation 2014
Q44 Alternative policy approaches (Comment)	<ul style="list-style-type: none"> <li>• Bramblefields and Jersey Cudwell need to be protected.</li> <li>• A redevelopment Option 2a, as submitted in answer to Q14 of this consultation, should be considered. Option 2a facilitates a significantly greater number of dwellings near the station, increased Offices/R&amp;D provision with associated increase in job creation and an increased amount of new informal open space. The land is utilised more efficiently, with a balanced mix of land uses at densities which make the best use of the highly sustainable location. A hotel is proposed adjacent to the station and overall early delivery remains achievable. The submitted plan provides further detail.</li> </ul>

## Chapter 9 – Question 45 (Development Management policies)

Are there any other policy areas that need to be specifically addressed in the Area Action Plan rather than relying on the Local Plans?

- Respondents – 9
- Support - 0
- Object - 0
- Comment - 9

Question	Key Issues from CNFE Issues and Options consultation 2014
Q45 Development Management	<ul style="list-style-type: none"> <li>• There should be frequent and reliable bus, cycle and pedestrian access to the new Cambridge North station to encourage all residents of North Cambridge to leave cars at home.</li> </ul>

<p>policies (Comment)</p>	<ul style="list-style-type: none"> <li>• A footpath (plus possibly cycle path) from the station to Green End Road would help many local residents to reach the station on foot (or cycle).</li> <li>• Provision must be made for all Cambridge residents to be able to access the new station by public transport.</li> <li>• Consideration must be given to the Private Rented Sector (PRS) market and the contribution which it can make to the successful regeneration of the CNFE area. The Local Plans do not provide sufficient policy support for the provision of PRS and it is essential that the Area Action Plan addresses this shortfall. There is an ever-increasing market demand for PRS and it will play a key role in meeting the housing shortfall in Cambridge City and the surrounding area. The CNFE area provides a unique and sustainable opportunity to accommodate PRS schemes and the Area Action Plan should reflect this.</li> <li>• Phasing of development and the need to review the Area Action Plan should development not be meeting with market demands.</li> <li>• Include an Appendix which might list all of the policies in the adopted Local Plan to which regard will need to be had when individual applications are made for development within the CNFE area.</li> <li>• Best practice design for cycling in new developments is fully outlined in Making Space for Cycling, a national guide which is backed by every national cycling advocacy organisation (see <a href="http://www.makingspaceforcycling.org/">http://www.makingspaceforcycling.org/</a>). Support for incorporating the design principles outlined in this document into the planning process for the CNFE Area Action Plan.</li> <li>• Appendix 2 includes 'Cambridge WRC: Comparative Odour Potential Assessment 2014'. This should be removed from the Area Action Plan. It is not an appropriate guide to the encroachment risk posed by potential new development as it is based on indicative emissions rates for the type of processes that will be installed. Once the new plant is commissioned and actual emissions can be measured, we will be able to model the odour impact with more certainty. The Odour Dispersion Modelling Report dated August 2012 is the only applicable evidence to inform the Area Action Plan on this issue.</li> <li>• This document does not adequately address the issues of formal open space provision for sport. Depending on the number of residential units proposed, there will be a policy requirement to provide formal recreation space for outdoor sport to local policy standards. On a tight urban site such as this it may not be appropriate to provide such facilities on site, but provision should be made for suitable off-site</li> </ul>
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	<p>provision to meet the need generated by the new residents of this area.</p> <ul style="list-style-type: none"> <li>• The site must be viewed as one comprehensive scheme, carefully planned and phased, with opportunities taken to maximise the capacity of the site but in a sustainable way. Much of the phasing and works will be market driven as and when demand is available and there needs to flexibility to recognise this, certainly around the timing of various elements and possibly over time of land use allocation. This should, however, reflect a medium to long term view, not short term.</li> <li>• The transport strategy is a key part of this and this extends beyond the Guided Busway and the railway station, which provide an excellent foundation in this respect. Piecemeal and incremental infrastructure improvement should be avoided to bring the whole site forward in a timely and cohesive way</li> </ul>
Councils' response	Views are sought in the Issues and Options 2019 consultation on a range of policy options, and this issue will require further consideration when drafting the Area Action Plan.

## Chapter 10 – Question 46 (Infrastructure and delivery - Infrastructure)

### Do you support or object to the Councils' views on Infrastructure, and why?

- Respondents – 10
- Support - 2
- Object - 2
- Comment - 6

Question	Key Issues from CNFE Issues and Options consultation 2014
Q46 Infrastructure (Support)	<ul style="list-style-type: none"> <li>• Support for this option</li> </ul>
Q46 Infrastructure (Object)	<ul style="list-style-type: none"> <li>• Need to identify: infrastructure requirements; and viable and appropriately phased funding streams.</li> <li>• More specific approach required, in particular with the consolidation/relocation of the Wastewater Treatment Works (WWTW)</li> </ul>

Q46 Infrastructure (Comment)	<ul style="list-style-type: none"> <li>• Delivery of the Area Action Plan needs to minimise the upfront infrastructure costs associated with the early phases of the CNFE to improve overall deliverability.</li> <li>• Obligations need to be clearly set out to ensure parity with the site and the city</li> <li>• Consideration of the aggregates railhead should be included in Area Action Plan.</li> </ul>
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding the approach to infrastructure delivery.

### Chapter 10 – Question 47a (Infrastructure and delivery – Phasing and delivery approach)

#### Do you support or object to the proposed Option A on phasing and delivery approach, and why?

- Respondents – 8
- Support (including qualified) - 4
- Object - 2
- Comment - 2

Question	Key Issues from CNFE Issues and Options consultation 2014
Q47a Phasing & delivery approach – Option A (Support)	<ul style="list-style-type: none"> <li>• General support for Option A</li> </ul>
Q47a Phasing & delivery approach – Option A (Object)	<ul style="list-style-type: none"> <li>• Support Option B</li> <li>• Option A will encourage ad-hoc development with best options for the early phase and less viable options for later phase</li> </ul>
Q47a Phasing & delivery approach – Option A (Comment)	<ul style="list-style-type: none"> <li>• Without proper infrastructure in place with new development existing traffic using the area will be affected</li> </ul>



**Chapter 10 – Question 47b (Infrastructure and delivery – Phasing and delivery approach)**

**Do you support or object to the proposed Option B on phasing and delivery approach, and why?**

- Respondents – 11
- Support (including qualified) - 3
- Object - 5
- Comment - 3

<b>Question</b>	<b>Key Issues from CNFE Issues and Options consultation 2014</b>
Q47b Phasing & delivery approach – Option B (Support)	<ul style="list-style-type: none"> <li>• Support for Option B</li> <li>• Good master-planning needed including ‘participatory master-planning’ and urban design best practice</li> <li>• Need an integrated approach with all upfront design and clear financing agreed</li> </ul>
Q47b Phasing & delivery approach – Option B (Object)	<p><b>Option B:</b></p> <ul style="list-style-type: none"> <li>• a more drawn out process</li> <li>• Abrogates framework to potential private developer and amendments to Area Action Plan.</li> <li>• could severely impact on delivery of vision and objectives for the CNFE</li> </ul> <p><b>Masterplan</b></p> <ul style="list-style-type: none"> <li>• The requirement of 1st planning application / phase 1 to produce a masterplan for the whole APP is overly onerous, hindering phase 1, deliverability and reducing flexibility.</li> <li>• Required masterplan for the whole area unnecessary</li> <li>• Difficult to understand why a developer of any area of land within the Plan should be made responsible for providing a masterplan for the whole of the area.</li> </ul> <p><b>Phasing</b></p> <ul style="list-style-type: none"> <li>• Phase1 should demonstrate that it can integrate with future phases of development and policy should be flexible enough to facilitate this.</li> <li>• Phasing plan unnecessary</li> <li>• Unclear where the first phase of development will take place</li> <li>• No information regarding phased approach to the development.</li> </ul>

	<ul style="list-style-type: none"> <li>The redevelopment options are not phasing plans</li> </ul> <p><b>Development framework</b></p> <ul style="list-style-type: none"> <li>The development framework should be provided within the Area Action Plan, with apportionment of infrastructure requirements identified.</li> <li>The Area Action Plan should provide the principles for a development framework against which a specific phase of redevelopment can come forward as part of its own individual, detailed planning application.</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>The Council need to ensure that all of landowners have been fairly and comprehensively consulted.</li> </ul>
Q47b Phasing & delivery approach – Option B (Comment)	<ul style="list-style-type: none"> <li>Without proper infrastructure in place with new development, existing traffic using the area will be affected</li> </ul>
Councils' response to Questions 47a – 47b	Views are sought in the Issues and Options 2019 consultation regarding the approach to phasing.

## Chapter 10 – Question 48 (Infrastructure and delivery – Plan monitoring)

### Do you have any comments on Plan Monitoring?

- Respondents – 7
- Support (including qualified) - 1
- Object - 0
- Comment - 6

Question	Key Issues from CNFE Issues and Options consultation 2014
Q48 Plan monitoring (Support)	<ul style="list-style-type: none"> <li>Support (1)</li> </ul>

Q48 Plan monitoring (Comment)	<ul style="list-style-type: none"> <li>• CNFE within a statutory safeguarding aerodrome height consultation plan; the MOD requests being consulted with any planning applications within this area to ensure no development exceeds 15.2m to ensure tall structures do not disrupt or inhibit air traffic operations on site.</li> <li>• Monitoring needs to be quantifiable and clearly demonstrable if policies are delivering objectives and City's needs. Failure to meet objectives should lead to alternative development options being considered.</li> </ul>
Councils' response	This will be an issue for further consideration when preparing the draft Area Action Plan.

### Chapter 10 – Question 49 (Infrastructure and delivery – Other comments)

**Do you have any other comments about the CNFE area and/or Area Action Plan? If you wish to make suggestions, please provide your comments)**

- Respondents – 19
- Support - 0
- Object - 1
- Comment - 18

Question	Key Issues from CNFE Issues and Options consultation 2014
Q49 Other comments (Support)	<ul style="list-style-type: none"> <li>• Serious public money needs to be invested.</li> <li>• Inaccessible location</li> <li>• Anglian Water sewage works and railway sidings hampers development potential</li> <li>• Power line would need to be removed.</li> <li>• Relocation of Stagecoach needed.</li> <li>• New station could increase traffic.</li> <li>• Brookgate would have to develop site in a way that would work coherently with potential future development in the area.</li> <li>• Transport links would need to be improved.</li> </ul>
Q49 Other comments (Comment)	<p><b>Facilities/land uses</b></p> <ul style="list-style-type: none"> <li>• Sewage works should remain</li> <li>• Area between rail line and river should be also be considered</li> <li>• New uses proposed will be incompatible with existing uses which do have more potential</li> <li>• The Household Recycling Centre is not supported.</li> </ul>

	<ul style="list-style-type: none"> <li>• Previous investigations have failed to find an alternative site for the Wastewater Recycling Centre, further investigation needs to take place.</li> </ul> <p><b>Amenity</b></p> <ul style="list-style-type: none"> <li>• Concern over loss of amenity with aggregate lorry unloading/movements</li> <li>• The impact of the proposed transport interchange and the development of residential and commercial properties on neighbouring villages have not been assessed. However, there is a real potential cost to the neighbouring villages in terms of road usage and congestion as the CNFE development proposed will have a significant adverse effect in congestion, pollution and general loss of amenity.</li> </ul> <p><b>Transport</b></p> <ul style="list-style-type: none"> <li>• Local road needed for aggregate lorries supplying A14 improvements</li> <li>• Delivery of essential transport infrastructure is in doubt</li> <li>• Bridge over railway line needed linking Fen Road, improving access to Chesterton and Fen Road level crossing can be removed.</li> <li>• All options lead to increased traffic in Cowley Road.</li> <li>• Public transport accessibility must be central to the site.</li> <li>• The plans need to be extended to include provision for better public transport and roads within a semi-circular radius of 10 miles from west to East adjoining the CNFE site.</li> </ul> <p><b>Phasing</b></p> <ul style="list-style-type: none"> <li>• Without early re-development of the area around the new station the re-development of CNFE cannot be achieved</li> <li>• Delivery of new offices and R&amp;D facilities needs to be flexible in order for it to come forward earlier than anticipated</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Better illustration of the document's objectives needed</li> <li>• Area is blighted by physical severance caused by infrastructure; this fragmentation needs to be overcome</li> <li>• Need to include clear references to the opportunities to link CNFE area with Waterbeach New Town</li> <li>• CNFE redevelopment is highly important for long term growth of Cambridge.</li> </ul> <p><b>Strategy/Delivery</b></p>
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	<ul style="list-style-type: none"> <li>• Fragmented ownerships / multitude of occupiers absolutely necessitate that interests are aligned behind common strategy.</li> <li>• Lead developer / development agency essential to co-ordinate comprehensive masterplan approach and ensure viability.</li> <li>• Clearly both future location / operations of Anglian Water and extensive land holdings of Network Rail are fundamental - impacting development potential.</li> </ul> <p><b>Design</b></p> <ul style="list-style-type: none"> <li>• Existing environmental constraints need to be converted into opportunities.</li> <li>• Including a strong edge to the city in order to buffer the A14.</li> <li>• Site should be achieving sufficient critical mass to relocate WWTW and provide access to, and mutual support for high-quality landscapes around it including the river meadows and Milton Country Park.</li> <li>• A comprehensive plan for a network of streets of appropriate character should ensure that existing bottlenecks on Milton Road do not constrain development.</li> <li>• Critical that area around new railway station is developed - with excellent access, to avoid prejudicing wider regeneration</li> </ul>
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding a range of issues reflecting the revised vision for the area.

### Consultees at Issues and Options 1 (2014)

The following organisations were directly notified of the consultation on the Cambridge Northern Fringe East Area Action Plan Issues and Options Report 2014 in accordance with the Town and County Planning (Local Planning) (England) Regulations 2012 via email or by post where no email address was available (individuals are not listed).

#### Duty to co-operate bodies

Cam Health (Clinical Commissioning Group)  
 Cambridgeshire and Peterborough Clinical Commissioning Group  
 CATCH (Clinical Commissioning Group)  
 Civil Aviation Authority  
 English Heritage

Environment Agency  
Greater Cambridge & Greater Peterborough Local Enterprise Partnership  
Greater Cambridgeshire Local Nature Partnership  
Highways Authority  
Homes and Communities Agency  
Marine Management Organisation  
Natural England  
NHS England (The National Health Service Commissioning Board)  
Office of the Rail Regulator  
Transport for London

### **Specific Consultation bodies**

Affinity Water  
Anglian Water  
Bedford Borough Council  
Bedfordshire and River Ivel Internal Drainage Board  
Braintree District Council  
British Gas  
British Telecom Network Capacity Forecast  
Cambridge Crown Court  
Cambridge University Hospital (Addenbrooke's)  
Cambridge Water Company  
Cambridgeshire Constabulary  
Cambridgeshire County Council  
Central Bedfordshire Council  
E.On Energy  
East Cambridgeshire District Council  
Ely Group of Internal Drainage Boards  
Essex County Council  
Fen Ditton Parish Council  
Fenland District Council  
Forest Heath District Council  
Hertfordshire County Council  
Highways Agency  
Histon and Impington Parish Council  
Homes and Communities Agency  
Horningsea Parish Council  
Huntingdonshire District Council  
Hunts Health – Local Commissioning Group  
Landbeach Parish Council  
Middle Level Commissioners  
Milton Parish Council

Npower  
National Grid Transco Property division  
Natural England  
Network Planning National Grid Gas Distribution  
Network Rail (Town Planning)  
NHS Cambridgeshire  
NHS Cambridgeshire and Peterborough Clinical Commissioning Trust  
NHS Property Services  
North Hertfordshire District Council  
Npower Renewables  
Oakington and Westwick Parish Council  
Orchard Park Community Council  
Over and Willingham Internal Drainage Board  
Papworth NHS Trust  
Peterborough City Council  
Scottish and Southern Electric Group – SSE  
Scottish Power  
St. Edmundsbury Borough Council  
Suffolk County Council  
Swavesey Internal Drainage Board  
UK Power Networks (formerly EDF Energy Networks)  
Uttlesford District Council  
Waterbeach Parish Council

### **Councillors and MPs**

Cambridge City Council Members  
South Cambridgeshire District Council Members  
Cambridgeshire County Council Members (for Cambridge City and South  
Cambridgeshire wards  
South Cambridgeshire Parish Councils  
Councils adjoining South Cambridgeshire District Council  
Local MPs

### **Community Organisations**

Advisory Council for the Education of Gypsy and other Travellers  
Age Concern Cambridgeshire  
Age UK Cambridgeshire  
British Romany Union

Brown's Field Community Centre  
Cambridge Citizens Advice Bureau  
Cambridge Council for Voluntary Service  
Cambridge Ethnic Community Forum  
Cambridge Federation of Residents' Associations – FECRA  
Cambridge Forum for Disabled People  
Cambridge GET Group  
Cambridge Interfaith Group  
Cambridgeshire Acre  
Cambridgeshire Community Foundation  
Cambridgeshire Ecumenical Council  
Cambridgeshire Local Access Forum  
Cambridgeshire Older Peoples Enterprise (COPE)  
Cambridgeshire Race Equality and Diversity Service  
Cam-Mind  
Disability Cambridgeshire  
Disability Panel  
East of England Faiths Council  
Ely Diocesan Board  
Encompass Network  
EQIA Panels  
Equalities Panel  
Fen Road Community Group  
FFT Planning  
Friends, families and Travellers Community Base  
Irish Traveller Movement in Britain – Traveller reform project  
MENTER  
Milton Community Centre  
National Association of Health Workers with Travellers  
National Association of Teachers of Travellers  
National Federation of Gypsy Liaison Groups  
National Romany Rights Association  
National Travellers Action Group  
Ormiston Children's and Family Trust  
Romany Institute  
Smith Fen Residents Association  
The Amusement Catering Equipment Society (ACES)  
The Association of Circus Proprietors  
The Association of Independent Showmen (AIS)  
The Church of England Ely Diocese  
The COVER Group  
The East Anglian Gypsy Council



The GET Group  
The Gypsy and Traveller Law Reform Coalition  
The Gypsy Council (GCECWCR)  
The Showman's Guild of Great Britain  
The Society of Independent Roundabout Proprietors  
The Traveller Law Reform Project  
The Traveller Movement  
Traveller Solidarity Network  
Work Advice Volunteering Education Training (WAVET)

### **Environmental Groups**

Cam Valley Forum  
Cambridge Carbon Footprint  
Cambridge Friends of the Earth  
Cambridge Past, Present and Future  
Cambridgeshire Local Access Forum  
Campaign to Protect Rural England (CPRE)  
Conservators of the River Cam  
Countryside Restoration Trust  
Forestry Commission  
Landscape Institute  
National Trust  
RSPB Eastern England Office  
Sustrans (East of England)  
The CamToo Project  
The Varrier Jones Foundation  
The Wildlife Trust (BCN)  
The Woodland Trust – Public Affairs  
Transition Cambridge

### **Major City Businesses and Networks**

Airport Operators Association  
ARM Holdings  
Cambridge Ahead  
Cambridge Cleantech  
Cambridge Energy Forum  
Cambridge Hoteliers Association  
Cambridge Network  
Cambridge Science Park (Trinity College)

Cambridgeshire Chambers of Commerce  
Chemical Business Association  
Confederation of British Industry – East of England  
CRACA (Cambridge Retail and Commercial Association)  
Creative Front  
Ely Cathedral Business Group  
Encompass Network  
Federation of Small Businesses  
Freight Transport Association  
Future Business  
Institute of Directors – Eastern Branch  
Love Cambridge  
Marshalls Group of Companies  
One Nucleus  
Redgate Software  
Road Haulage Association  
Royal Mail Group Ltd

## **Education**

Anglia Ruskin University  
University of Cambridge Estate Department  
Colleges of the University of Cambridge  
The Bursars' Committee  
Cambridge Sixth Form Colleges  
Cambridge Regional College  
Local Secondary Schools in Cambridge  
Local Cambridge Primary Schools

## **Local Residents Associations/Groups**

Bradmore & Petersfield Residents Association  
Cambanks Residents Society Ltd  
Cambridge Federation of Tenants Leaseholders & Residents Associations  
East Chesterton Community Action Group  
FeCRA (Federation of Cambridge Residents Associations)  
Fen Estates and Nuffield Road RA (FENRA)  
Fen Road Steering Group  
Friends of Stourbridge Common  
Iceni Homes (Hundred Houses) Tenants' Association

Kings Hedges Neighbourhood Partnership  
Nuffield Road Allotment Society  
Old Chesterton Residents' Association  
One Hundred Houses Residents' Association  
Protect Union Land group  
Save Our green Spaces  
Three Trees Residents' Association

### **Key Delivery Stakeholders**

Ambury Developments Ltd  
Anglian Water Services Ltd  
Cambridge Business Park – The Crown Estate  
Cambridge City Council property Services  
Cambridgeshire County Council Estates Department  
Cambus Ltd (Stagecoach)  
Compserve Ltd  
Coulson & Son Ltd  
Cranston Properties Ltd  
David William Poyntz Kendrick & Elizabeth Anne Kendrick  
Dencora Trinity LLP  
Friends First Life Assurance Company Ltd  
Graham Martin Dacre

### **Landowners**

Network Rail Infrastructure Ltd  
Rathbone Pension & Advisory Services (Trustees Ltd) and Anthony James  
Alexander Helme  
Santino Barresi & Antonio Barresi  
Secretary of State for Transport  
St.John's Innovation Centre (The Master, Fellows and Scholars of the College of  
St John The Evangelist in the University of Cambridge)  
Stuart James Woolley  
The Company of Biologists Ltd

## **Developers/Agents/Registered Providers**

A2 Dominion Housing Group  
Accent Nene Housing Society Limited  
Artek Design House  
Barratt Eastern Counties  
Barton Wilmore  
Beacon Planning Ltd  
Bedfordshire Pilgrims Housing Association  
Bellway Homes  
Berkeley Homes  
Bidwells  
Bovis Homes Ltd  
Brookgate  
Cambridge and County Developments (formerly Cambridge Housing Society)  
Capita Symonds  
Carter Jonas  
Chartered Institute of Architectural Technologist  
Cheffins  
Circle Anglian Housing Trust  
Countryside Properties  
Crown Estate  
DPP  
Drivers Jonas  
Estate Management and Building Service, University of Cambridge  
Flagship Housing  
Gallagher Estates  
Granta Housing Society Limited  
Grosvenor USS  
Hastoe Housing Association  
Home Builders Federation  
Hundred Houses Society Limited  
Iceni Homes Ltd  
Januarys  
Jephson Housing Association Group  
Kier Partnership Homes Ltd  
King Street Housing Society  
Liberty Property Trust  
Luminus Group  
National Housing Federation  
Paradigm Housing Group  
Persimmon Homes East Midlands Ltd  
Pigeon Land

Quy Estate  
Quy Farms Ltd  
RLW Estates and Defence Infrastructure Organisation  
RPS  
Sanctuary Housing Association  
Savills  
Skanska UK Plc  
Taylor Wimpey Developments Ltd  
Terence O'Rourke  
The Cambridgeshire Cottage Housing Society  
The Home Builders Federation  
The Howard Group of Companies  
The Papworth Trust  
The Universities Superannuation Scheme  
Turnstone Estates Ltd (c/o Januarys)  
Unex

## Other

Abellio Greater Anglia  
BT Open Reach New Sites  
Building Research Establishment  
Cable and Wireless UK  
Cambridge Allotment Networks  
Cambridge And District CAMRA – Campaign for Real Ale  
Cambridge Association of Architects  
Cambridge Cycling Campaign  
Cambridge Dial-a-Ride – Community  
Cambridge Federation of Tenants and Leaseholders  
Cambridge Local Access Forum  
Cambridge University Hospitals NHS Foundation Trust  
Cambridgeshire and Peterborough Association of Local Councils  
Cambridgeshire Campaign for Better Transport  
Cambridgeshire Fire and Rescue Service  
Cambridgeshire Fire Service (Operational Support Directorate)  
Care Network Cambridgeshire  
Centre for Ecology and Hydrology Directorate  
Church Commissioners  
Country Land and Business Association  
Defence Infrastructure Organisation  
Defence Lands Ops North

Department for Business Innovation and Skills  
Department for Transport  
Department of Environment, Food and Rural Affairs  
Design Council/CABE  
Education Funding Agency  
Equality and Human Rights Commission  
Fields in Trust  
Friends of Milton Road Library  
Great Ouse Boating Association  
Hazardous Installations Inspectorate  
Health and Safety Executive  
Local businesses in the Cambridge Northern Fringe East Area Action Plan area.  
Milton Country Park  
Ministry of Defence  
Mobile Operators Association  
National House Building Council  
Network Regulation  
Post Office Property  
Ramblers' Association (Cambridge Group)  
Registered Social Landlords (TBD)  
Renewable UK  
Respondents to the Cambridge Northern Fringe East policies in the Cambridge  
City Council Local Plan: Proposed Submission 2014 and the South  
Cambridgeshire District Council Draft Local Plan.  
RLW Estates and Defence Infrastructure Organisation  
Shelter  
Skills Funding Agency  
Sport England (Football, Tennis, Ice Sports Associations, etc)  
Tenants and leaseholders in the Cambridge Northern Fringe East Area Action  
Plan area including St John's Innovation Centre, Cambridge Business Park  
and Cambridge Science Park.  
The Linchpin Project  
The Magog Trust  
The Theatres Trust  
Travel for Work Partnership  
Travel Plan Plus for the Northern Fringe (Local Transport Plan Network)  
Visit East Anglia Ltd  
Whippet Coaches Ltd

# Appendix B: North East Cambridge Area Action Plan Issues and Options consultation (2019)

## 1. About the consultation

A six-week public consultation on the North East Cambridge Area Action Plan Issues and Options 2 report took place between 11 February and 25 March 2019. The report, along with other relevant documentation, was made available for inspection at the following locations:

- Cambridge City Council Customer Service Centre, Mandela House, Regent Street, Cambridge
- South Cambridgeshire District Council Reception, South Cambridgeshire Hall, Cambourne Business Park, Cambourne
- Arbury Court Library, Arbury Court, Cambridge
- Histon Library, School Hill, Histon
- Milton Road Library, Ascham Road, Cambridge
- Online via the Councils' website

A series of public exhibition events took place at which the Issues and Options report 2 was made available for inspection and where officers were in attendance to answer any questions. The dates, timings and venues of the events are set out below:

- Milton Community Centre, Coles Road, Milton – Monday 25 February (14.00–20.00)
- Cambridge North Station, Cowley Road, Cambridge – Wednesday 27 February (06.30 – 08.30 and 16.00-19.30)
- St John's Innovation Centre, Cowley Road, Cambridge – Friday 1 March – 10.00 – 16.00)
- Trinity Centre, Cambridge Science Park, Cambridge – Tuesday 5 March – (10.00 – 16.00)
- North Area Committee, Shirley Centre, Nuffield Road, Chesterton – Thursday 7 March – (18.00 – 20.00)
- Brown's Field Youth and Community Centre, 31a Green End Road, Cambridge – Tuesday 12 March – (16.00 – 19.00)
- Nun's Way Pavilion, Nun's Way, Cambridge – Thursday 14 March – (14.00 – 20.00).

Copies of the Issues and Options 2 report, and the accompanying Interim Sustainability Appraisal, were available to purchase at the Cambridge City Council

Customer Service Centre and at the reception of South Cambridgeshire District Council.

Representations were submitted using:

- the City Council online JDI consultation system or,
- a printed response form, available from Cambridge City Council's Customer Service Centre and the reception at South Cambridgeshire District Council or downloaded and filled in electronically by visiting either of the Council websites and returned by email.

Statutory consultees, including Duty to Cooperate Bodies and general consultation bodies as set out later in this appendix, were notified of the Issues and Options 2 report consultation by email or letter.

Other methods of notification used to publicise the consultation exercise included:

- a public notice placed in the Cambridge Independent
- joint Cambridge City Council and South Cambridgeshire District Council news releases
- dedicated pages on each of the Council websites.
- twitter and facebook updates.
- posters displayed at local libraries and other community facilities.
- Landowner and Community Forums held during the consultation period.

## **2. Summary of representations and responses to each question**

### **Chapter 1 – Question 1 (Naming the Plan)**

#### **Do you agree with changing the name of the plan to the 'North East Cambridge Area Action Plan?'**

- Respondents – 16
- Support - 10
- Object - 0
- Comment – 6

#### **Main issues in representations:**

32522, 32670, 33087, 33256, 33602, 33786, 32493, 32507, 32514, 32565, 32826, 32836, 32924, 33326, 33431, 33516



Question	Key Issues from Issues and Options consultation 2019
Q1 Naming the Plan (Support)	<ul style="list-style-type: none"> <li>• Railfuture East Anglia - Supports a NEC identity with strong, identifiable districts. These should also be 'transit based' and become poly centric.</li> <li>• A new, simple name is appropriate given the inclusion and integration of the Business Parks and new development proposals, thus avoiding confusion with previous 'fringe' moniker.</li> </ul>
Q1 Naming the Plan (Comment)	<ul style="list-style-type: none"> <li>• College of St. John, Cambridge - A new continued Area Action Plan name will carry a certain weight.</li> <li>• U+I Groups PLC/Trinity College, Cambridge - Need a collective term for the area, possibly reflecting its relationship to science / technology / innovation, while acknowledging that sub-areas of the site may emerge.</li> <li>• Once a new name is suggested it should be continued throughout the Area Action Plan process.</li> <li>• What is the reason for the name change?</li> <li>• 'Fringe' was catchier.</li> </ul>

### Chapter 3: Question 2 (Area Action Plan Boundary)

#### Is the proposed boundary the most appropriate one for the Area Action Plan?

- Respondents – 39
- Support - 9
- Object - 17
- Comment – 13

#### Main issues in representations:

33307, 32566, 32812, 33000, 33327, 33355, 33395, 33422, 33466, 33551, 33603, 33760, 33787, 32515, 32521, 32611, 32671, 32834, 32843, 33033, 33257, 33281, 32739, 32827, 32929, 33084, 33090, 33107, 33169, 33178, 33195, 33212, 33229, 33363, 33404, 33477, 33494, 33517, 33568

Question	Key Issues from Issues and Options consultation 2019
Q2 Area Action Plan Boundary (Support)	<ul style="list-style-type: none"> <li>• Cambridgeshire County Council - Given the transport and infrastructure needs now and, in the future, it is essential to consider maximising the opportunities for the area holistically.</li> <li>• College of St. John, Cambridge - Appropriate to widen site to include Science Park given significant change taking place.</li> <li>• The Crown Estate - Support the proposed boundary and the inclusion of the Science Park.</li> <li>• Makes sense to include the Science Park, given the large amount of current development and the associated traffic arising from it.</li> <li>• Transport access need consideration.</li> <li>• Yes, to allow for zero carbon development and little private vehicle use.</li> <li>• Yes, as we need to protect Green Belt.</li> <li>• Allows for a mixed use, integrated development not dependent on a single use.</li> <li>• Yes, right not to include Gypsy and Traveller sites, but must provide access.</li> </ul>
Q2 Area Action Plan Boundary (Object)	<ul style="list-style-type: none"> <li>• The Wildlife Trust - Corridor must be included to provide greater scope for local provision of sufficient strategic green infrastructure and biodiversity offsetting.</li> <li>• Railfuture East Anglia - The exclusion of Fen Road East and River Cam towpath between the level crossing and the A14 river bridge will prevent access to the riverbank. The G&amp;T site omission is not socially or physically inclusive.</li> <li>• Cambridge Past Present &amp; Future – Including the area east of the site, (railway line to the river) recognises potential for wildlife and ecological enhancement. Access to river needed, though railway may constrain.</li> <li>• Include railway to river, entrance to Kings Hedges Rd, CRC, closure of level crossing and provision of a road over railway to include G+T site inclusion and allow effective train service.</li> </ul>

	<ul style="list-style-type: none"> <li>• Why can't the Science Park be included in due course?</li> <li>• Chesterton Fen has a different character and should therefore not be included.</li> <li>• Object due to increased traffic</li> </ul>
<p>Q2 Area Action Plan Boundary (Comment)</p>	<ul style="list-style-type: none"> <li>• Environment Agency – including Fen road area could provide a mechanism for wider community flood risk benefits though the provision of mitigation measures.</li> <li>• Histon Road Residents' Association – Will areas just beyond the boundary also be improved?</li> <li>• U&amp;I/St. John's College, Cambridge/Trinity College, Cambridge- Cambridge Regional College (CRC) should be included in the Area Action Plan, as educational facilities are crucial to future of area as both CRC and site will impact the others. CRC can also be utilised with implementation, such as apprenticeships. CRC cooperation can also inform discussions on transport needs and infrastructure.</li> <li>• Ridgeon's Timber &amp; Builders Merchants, Veolia and Turnstone Estates - Relocation opportunities for existing established businesses should be in close proximity.</li> <li>• Include land east and north of site for access to green infrastructure.</li> <li>• The neighbouring area east of railway line needs consideration as it is cut off by the level crossing. Extending the area boundary could help share the benefits.</li> <li>• Two separate projects (CSP, CNF) have significant dependencies, so should not separate.</li> <li>• Should include other areas like Milton County Park and industrial areas north of A14.</li> </ul>

#### Chapter 4 – Question 3 (NEC Today)

**In this chapter have we correctly identified the physical characteristics of the North East Cambridge area and its surroundings?**

- Respondents – 18
- Support - 3
- Object - 4

- Comment – 11

**Main issues in representations:**

32567, 32813, 32850, 33258, 33552, 33604, 33687, 33761, 33788, 32523, 32829, 32839, 33092, 33364, 33443, 33495, NECIO003, NECIO004

Question	Key Issues from Issues and Options consultation 2019
Q3 Physical Characteristics (Support)	<ul style="list-style-type: none"> <li>• Consensus that the main constraints are acknowledged.</li> </ul>
Q3 Physical Characteristics (Object)	<ul style="list-style-type: none"> <li>• Traffic and infrastructure constraints need to be identified, given the scale of development and proposed access.</li> <li>• Secondary schools are wrongly mapped.</li> <li>• Routing of buses to Cambridge North needs further consideration. Routes other than busway are important.</li> </ul>
Q3 Physical Characteristics (Comment)	<ul style="list-style-type: none"> <li>• College of St John, Cambridge - No reference is made to the A14 and the elevated nature of that route at the A10 roundabout as it remains an important gateway approach towards the City. The Odour Report that has recently been published does not preclude development subject to technical assessments.</li> <li>• Ridgeon's Timber &amp; Builders Merchants/Veolia and Turnstone Estates - it would be beneficial for additional information to be provided regarding environmental constraints associated with both businesses' operations e.g. noise, air quality, odour.</li> <li>• U+I Group PLC – Need to include more information about the broader composition of site areas and environmental constraints such as: employment space and numbers, car parking, mixes of uses, open space, noise air quality, habitats etc. This will inform strategies such as highway trip budget, employment strategy, connectivity and green infrastructure etc.</li> </ul>

	<ul style="list-style-type: none"> <li>• Shelford &amp; District Bridleways Group – Equestrian access is currently available at Milton Country Park.</li> <li>• Trinity College, Cambridge – Should more fully reflect the strategic walking and cycling routes around the Cambridge Science Park, which contribute to a high quality public realm that will attract park usage, such as the loop-road through the central park and the 'plaza' link from the CGB route to the south east of CSP.</li> <li>• Bus depot is a constraint and needs a suitable relocation.</li> <li>• Current permeability of walking / cycling is major physical barrier.</li> <li>• Milton Rd constrained by inadequate public transport.</li> <li>• Need to ensure new residential areas are not adversely affected by possible noise or poor air quality issues caused by A14.</li> </ul>
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#### Chapter 4 – Question 4 (Existing constraints)

#### Have we identified all relevant constraints present on, or affecting, the North East Cambridge Area?

- Respondents – 31
- Support - 1
- Object - 14
- Comment – 16

#### Main issues in representations:

32568, 32672, 33030, 33094, 33146, 33150, 33325, 33332, 33429, 33451, 33467, 33518, 33553, 33598, 33605, 33789, 32840, 32582, 32622, 32639, 32654, 33179, 33196, 33213, 33304, 33308, 33405, 33478, 33478, 33496, 33702, 33762

Question	Key Issues from Issues and Options consultation 2019
Q4 Constraints (Object)	<ul style="list-style-type: none"> <li>• Hurst Park Estate Residents' Association / Milton Road Residents Association – Location next to A14, and impact</li> </ul>

	<p>of air quality and noise issues needs further consideration. Consider noise barriers.</p> <ul style="list-style-type: none"> <li>• Ridgeon’s Timber &amp; Builders Merchants / Veolia and Turnstone Estates - Noise, air quality and odour may pose a significant constraint to development of the surrounding area due to the nature of existing businesses in situ. Relocation opportunities for existing established businesses within the area must be in close proximity.</li> <li>• Brookgate Land Ltd – object to lack of consultation on Odour assessment of existing Waste Recycling Centre</li> <li>• Adverse effects of WTC relocation need rigorous considering in terms of alternative site, flood risk, vertical height difference; effects on communities near the new site; effect on the green belt and the environment.</li> <li>• Constraint of Fen Road railway crossing should be identified.</li> <li>• Transport capacity is also a constraint, and road traffic could impact on air quality.</li> </ul>
<p>Q4 Constraints (Comment)</p>	<ul style="list-style-type: none"> <li>• Historic England – Welcome townscape and landscape improvements. Should also reference potential impacts to Fen Ditton and Central Cambridge Conservation Areas and wider areas.</li> <li>• Environment Agency – Flood risk is a key consideration due to climate change. Suitability of relocation sites for the WRC should be picked up through a water cycle strategy. Contamination will also need to be addressed at the implementation stage.</li> <li>• Natural England - This Development will present a positive unique opportunity to create frameworks that enhance, extend and protect significant green infrastructure in areas such as Bramblefields Local Nature Reserve, the protected hedgerow on the east side of Cowley Road (City Wildlife Site), the First Public Drain wildlife corridor and many other habitats.</li> </ul>

	<ul style="list-style-type: none"> <li>• Anglian Water Services - Draft Area Action Plan should make clear what odour information is expected to be relied upon in advance of relocation.</li> <li>• CPRE – WRC should not be located on a greenbelt or Greenfield site. Development should not be detrimental to the surrounding countryside.</li> <li>• U&amp;I Group Ltd - There is no reference to Archaeology and Heritage. The intention for taller buildings will need to be more widely considered in respect of longer-distant views and townscape issues and implications for Air Safeguarding Zones. Policy should also seek to underground overhead power cables that run across site.</li> <li>• Railfuture East Anglia – Fen Road Level Crossing constrains North Station services, so should be closed and replaced with a pedestrian / cycleway underpass and an additional road bridge to relieve traffic.</li> <li>• Trinity College, Cambridge – Constraints require baseline assessments and mitigation proposals to determine appropriate scale.</li> <li>• Has the location for the WRC been identified? There are many issues that need to be addressed regarding the relocation. e.g. contamination.</li> <li>• How do proposals fit with existing GCP plans for Milton Road?</li> <li>• The level crossing is a major constraint as limits traffic flow and train capabilities.</li> <li>• Transport and connectivity are a social justice constraint and must be made more efficient. Physical constraints must be made explicit and factored in the design, i.e. new A14 junctions, Milton Rd capacity.</li> </ul>
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## Chapter 5 – Question 5 (Future Vision for the North East Cambridge area)

### Do you agree with the proposed vision for the future of the North East Cambridge area? If not, what might you change?

- Respondents – 31
- Support - 1
- Object - 14
- Comment – 16

#### Main issues in representations:

32568, 32672, 33030, 33094, 33146, 33150, 33325, 33332, 33429, 33451, 33467, 33518, 33553, 33598, 33605, 33789, 32840, 32582, 32622, 32639, 32654, 33179, 33196, 33213, 33304, 33308, 33405, 33478, 33496, 33702, 33762

Question	Key Issues from Issues and Options consultation 2019
Q5 Proposed Vision (Support)	<ul style="list-style-type: none"> <li>• Natural England/The Crown Estate/Railfuture East Anglia/College of Saint John, Cambridge/Ridgeons Timber &amp; Builders Merchants and Turnstone Estates/Brookgate Land Ltd – Support overarching Area Action Plan vision and objectives.</li> <li>• Veolia and Turnstone Estates – Vision may need modification if Veolia remain on current site.</li> <li>• U+I Group PLC – General support, with the inclusion of ‘cultural’ in the vision wording.</li> <li>• Support emphasis on low carbon, living and working close to home, transport improvements, and inclusivity.</li> </ul>
Q5 Proposed Vision (Object)	<ul style="list-style-type: none"> <li>• Everything on your doorstep’ claim misleading as no mention of schools, doctors, chemists, banks.</li> <li>• More emphasis needed on cycling and public transport.</li> <li>• No reason the vision cannot state ‘zero-carbon’ / ecologically / environmentally sensitive.</li> </ul>



	<ul style="list-style-type: none"> <li>• ‘Inherently walkable / on doorstep’ statements too specific/unrealistic. Consider changing to ‘highest attainable / striving for...’</li> <li>• Two distinct areas, so vision impossible to be coherent.</li> <li>• How can the vision seriously be considered inclusive when it excludes the G+T site?</li> </ul>
Q5 Proposed Vision (Comment)	<ul style="list-style-type: none"> <li>• Environment Agency – Suggests adding wording that reflects the partnership needed between LPA planning, waste management planning and statutory consultees to deliver site.</li> <li>• Consider including education / social housing / resisting commuter towns / G+T community within statement.</li> <li>• Support emphasis on low carbon, transport improvements and inclusivity.</li> </ul>

## Chapter 5 – Question 6 (Overarching Objectives)

### Do you agree with the overarching objectives? If not, what might you change?

- Respondents – 43
- Support - 13
- Object - 9
- Comment – 18

### Main issues in representations:

32518, 32525, 32674, 32831, 32845, 32875, 33034, 33152, 33231, 33263, 33280, 33334, 33520, 32655, 32656, 32740, 32904, 33294, 33295, 33399, 33498, 33599, 32570, 32297, 33086, 33097, 33417, 33171, 33324, 33469, 33555, 33607, 33688, 33704, 33764, 33791, 33849, 33116, 32621, 32638

Question	Key Issues from Issues and Options consultation 2019
Q6 Overarching	<ul style="list-style-type: none"> <li>• Cambridgeshire County Council – Mineral railheads enable the objectives to meet the strategic needs of the</li> </ul>

<p>objectives (Support)</p>	<p>City explicitly by enabling the continued use of mineral railheads. Uses located near railheads will be priority.</p> <ul style="list-style-type: none"> <li>• Natural England – Objective 7 and the focus on an environmentally green infrastructure framework welcome, as will ensure services to scale. Scale should not be constrained to district but benefit the wider area.</li> <li>• Anglian Water Services – Objective 7: SuDS integration welcomed. Would be helpful to make clear that SuDs is not limited to green spaces as suggested in the text.</li> <li>• The Crown Estate - Welcomes the shift from employment-led regeneration to intensified mixed use.</li> <li>• Railfuture East Anglia - Agrees with broad approach.</li> <li>• Objective 4 particularly supported. [maximising and integrating with public transport, walking and cycling infrastructure]."</li> <li>• Zero-carbon focus welcomed and critical in contracting and monitoring of the site and not just be 'nice to haves'.</li> <li>• Support items 3 [walkable with sustainable transport] and 7 [green spaces / biodiversity / SuDS drainage at core]. Distinction needed as walking not the same as cycling.</li> <li>• Particularly support Objective 18. Density is a concern given economic pressure so development must be spread out.</li> <li>• Only achievable with high quality design and low car use. Roads should be on periphery to ensure non-car use.</li> </ul>
<p>Q6 Overarching objectives (Object)</p>	<ul style="list-style-type: none"> <li>• The Wildlife Trust – The biodiversity aim in Objective 7 unlikely to be met without the inclusion of a green corridor</li> <li>• Historic England – No mention of historic environment: conservation areas, listed buildings townscape and/or skyline. Objective 9 needs to add reference to vernacular / buildings / materials etc.</li> <li>• Creating more jobs would only intensify traffic on A14 and A10 and create noise and pollution. Employment intensification better suited where there is an excess of residential, such as Cambourne.</li> <li>• Additional objectives should be added to ensure NEC doesn't replicate horrid development in CB1 station.</li> </ul>

	<ul style="list-style-type: none"> <li>• Objective needed to prevent overlying homes. We want houses not tenements or blocks of flats.</li> <li>• The 2050 target for zero carbon is too long to tackle climate emergency. 2030 is more appropriate. Economic growth objectives will only make zero carbon even harder to attain and may even make it worse.</li> <li>• Objectives just sound like developer talk to allow maximum profit / desktop aspirations doomed to fail.</li> <li>• The 'strong identity' claim will fail as the site is clearly two distinct places separated by Milton Road.</li> </ul>
<p>Q6 Overarching objectives (Comment)</p>	<ul style="list-style-type: none"> <li>• Woodland Trust – Support objectives 6 and 7. Net gain must create a network of natural greenspace.</li> <li>• Environment Agency – We would add wording that acknowledges WTC relocation will contribute to mitigation of climate change.</li> <li>• Ridgeons Timber &amp; Builders Merchants &amp; Turnstone Estates / Veolia and Turnstone Estates – Careful consideration needs to be given to existing established businesses in the local area.</li> <li>• U+I Group - The addition of the words 'Natural Capital' might benefit Objective 7 further.</li> <li>• Shelford &amp; District Bridleways Group – Objective 4, 5 and 10 would benefit from including and highlighting equestrian/horse-riding benefits.</li> <li>• Brookgate Land Limited – Objective 18 should be bolder as it is a large brownfield site with excellent public transport and potential to be highly sustainable.</li> <li>• Trinity College, Cambridge – Objective 3 needs to be bolder and embrace innovative ways of travelling beyond the motor vehicle. Objective 12 should be broader to allow future economic growth rather than constrain it.</li> <li>• Hurst Park Estate Residents' Association – Need reassurance on how developers will be prevented from justifying a loss of public space, quality design and build.</li> </ul>

	<ul style="list-style-type: none"> <li>• A ‘diverse range of quality jobs’ is not that if all jobs are cerebral/desk and lab based.</li> <li>• Need a genuine public-owned and operated area that allows unrestricted movement.</li> <li>• More sustainable transport options are needed to reduce car dependency aims.</li> <li>• Need objective that excludes concrete to allow for zero carbon goals.</li> </ul>
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## Chapter 6 – Question 7 (Indicative Concept Plan)

### Do you support the overall approach shown in the Indicative Concept Plan?

- Respondents – 40
- Support - 10
- Object - 6
- Comment – 24

### Main issues in representations:

32519, 32526, 32675, 32815, 32882, 33232, 33260, 33264, 33521, 33705, 32497, 32741, 33244, 33144, 33361, 33400, 32516, 32571, 32657, 32754, 32999, 33012, 33036, 33089, 33098, 33181, 33198, 33215, 33285, 33310, 33331, 33407, 33470, 33480, 33556, 33569, 33608, 33689, 33765, 33792

Question	Key Issues from Issues and Options consultation 2019
Q7 Indicative Concept Plan (Support)	<ul style="list-style-type: none"> <li>• St Johns College, Cambridge – Supports St Johns Park as an ‘opportunity for employment densification’ and transport linkages where they are capable of delivery.</li> <li>• Anglian Water Services Ltd – Supportive of the Concept Plan as long as it aligns with feasibility assessments.</li> <li>• Railfuture East Anglia - Support overall approach.</li> <li>• Brookgate Land Ltd – Support residential-led mixed uses but need to stress map is conceptual rather than prescriptive.</li> <li>• Environment Agency / The Crown Estate – We support the green infrastructure approach and water management</li> </ul>

	<p>network to reduce flood risk through innovative opportunity areas.</p> <ul style="list-style-type: none"> <li>• Macro approach works but do not get lost in the detail trying to design things in and out (walkability vs car use).</li> <li>• Plenty of new green spaces, such as a non-negotiable 'district scale' green space with improved permeability and enhanced opportunity for walking and cycling.</li> <li>• Roads should be designed on the edges to encourage quicker and easier walking and cycling journeys.</li> </ul>
<p>Q7 Indicative Concept Plan (Object)</p>	<ul style="list-style-type: none"> <li>• Ridgeons Timber &amp; Builders Merchants &amp; Turnstone Estates – Business operations on both industrial estates are not compatible with residential use. Therefore, we do not support residential mixed-use allocations unless Ridgeon's can find a suitable alternative (north east corner of the site a possibility).</li> <li>• Ignoring the community next door while proposing an integrated community?</li> <li>• There should be a road bridge over railway north of the station and be capable of taking heavy goods vehicles.</li> <li>• The 5-minute walk around North Station ignores that it requires walking over the railway line.</li> <li>• Locate the centre towards the access road, incorporating North Station development to create a 'destination'.</li> <li>• Concept plan severely lacking in green infrastructure and biodiversity gain. Add the river corridor to increase scope.</li> <li>• Where is the wonderful high-quality green route from Cambridge North to the Science Park going to be?</li> <li>• Transport and visual impact will have adverse effects on B1047 and High Ditch Rd in Fen Ditton and Ditton Meadows.</li> <li>• No scope for further residential development without major change of use from commercial to residential between Seeleys Court and the Science Park.</li> <li>• Wishful thinking will not make NEC inherently walkable as cars too critical, as are the reality of visitors.</li> <li>• The concept plan is confusing due to lack of labelling. Needs clarification and further consultation.</li> </ul>

Q7 Indicative  
Concept Plan  
(Comment)

- Tarmac Ltd – It is important that the rail fed asphalt plant and aggregates depot (adjacent to proposed residential development) is safeguarded under policy CS23 of the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy.
- Orchard Street Investment Management – Difficult to see how existing companies located in the area (due to transport links and proximity to the City) can be relocated without being prejudicial to their continued success.
- Cambridgeshire County Council – CP needs to be revised as areas designated as opportunities for mixed use and retail development adjoins railheads within the Transport Safeguarding Area and may be prejudicial to their operation.
- U+I Group PLC – Due to lack of supporting studies, map can only be read as indicative. We are unsure this map is optimal. Cambridge Business Park should be shaded as an ‘Opportunity for Employment Intensification’ and CRC included as an ‘Opportunity for Education Intensification’.
- Shelford & District Bridleways Group – CP should include equestrian provision.
- Veolia and Turnstone Estates – Our operations are incompatible with the indicative Concept Plan (noise/air quality etc.). Unless an appropriate relocation site is found, the Concept Plan should be amended to reflect remaining on site. Further studies are integral to this map.
- Trinity College, Cambridge – The mixed-use centre should be located near to where the planned Trinity College ‘hub’. We acknowledge green connections may have to be delivered in a phased manner.
- A native community tree nursery should be started.
- Suggest you include permeability for walking and cycling though the business park with green corridors.

## Chapter 6 – Question 8 (Creating a Mixed-Use City District)

Do you agree that outside of the existing business areas, the eastern part of the North East Cambridge Area Action Plan area (i.e. the area east of Milton Road) should provide a higher density mixed use residential led area with intensified employment, relocation of existing industrial uses and other supporting uses?

- Respondents – 17
- Support - 7
- Object - 4
- Comment – 6

### Main issues in representations:

32816, 32890, 33039, 33265, 33522, 33609, 33706, 32658, 33013, 33099, 33570, 32537, 32790, 33358, 33557, 33766, 33793

Question	Key Issues from Issues and Options consultation 2019
Q8 Creating a Mixed-Use City District (Support)	<ul style="list-style-type: none"> <li>• Cambridgeshire County Council – Support as identified in Ely to Cambridge Transport Study.</li> <li>• Anglian Water Services Ltd – Support with continued partnership with City Council, SCDC and Cambridgeshire County Council.</li> <li>• Railfuture and East Anglia / Brookgate Land Ltd / U+I Group Plc – We support this notion to create an intensified, effective area [U+I] subject to a suitable relocation of WTC [Brookgate] as it increases job and homes efficiency in a sustainable way while attracting ancillary uses to come forward.</li> <li>• Trinity College, Cambridge – We support mixed use and non-car sustainable transport focus which encourages people to live close to work.</li> <li>• It makes sense to add more housing where employment and leisure opportunities are.</li> </ul>

	<ul style="list-style-type: none"> <li>• Relocating low density industrial uses enables desirability and removes the negatives associated with heavy vehicles.</li> <li>• The current road and existing mix of uses (e.g. a small cycle shop to a massive bus depot) creates barriers to walking / cycling permeability – from the cycle shop to a bus depot. Let's start again from scratch.</li> </ul>
<p>Q8 Creating a Mixed-Use City District (Object)</p>	<ul style="list-style-type: none"> <li>• Orchard Street Investment Management – Proposed development would displace critical industrial provision already on site and create an overreliance on high tech industries. Cambridge needs to be able to provide a range of jobs for a range of skillsets.</li> <li>• Cambridge Past, Present and Future – Higher density can only be located in places that have been studied and evidenced, especially in relation to visual harm.</li> <li>• I do not agree with increasing the number of jobs in Cambridge.</li> <li>• It should be low density with ample green space and no overlaying of homes (flats/apartments).</li> </ul>
<p>Q8 Creating a Mixed-Use City District (Comment)</p>	<ul style="list-style-type: none"> <li>• Ridgeons Timber &amp; Builders Merchants and Turnstone Estates / Veolia and Turnstone Estates –Existing businesses in the area need consideration as their operation requires possible relocation. No information has been provided on this matter.</li> <li>• Density, which is driven by profit, should be secondary to design in the neighbourhood. Design should incorporate walkability, equitability and habitable green space.</li> <li>• Areas close to North Station should be commercial/business. This would encourage station use and limit noise in residential areas as seen in CB1 area.</li> <li>• A genuine mixed-use development should have ample community and leisure facilities.</li> </ul>



## Chapter 6 – Question 9 (Creating a Mixed-Use City District)

### Should Nuffield Road Industrial Estate be redeveloped for residential mixed-use development?

- Respondents – 14
- Support - 5
- Object - 3
- Comment – 6

#### Main issues in representations:

32508, 32817, 32848, 32896, 33610, 32804, 33004, 33700, 32528, 33040, 33101, 33558, 33571, 33794

Question	Key Issues from Issues and Options consultation 2019
Q9 Nuffield Road redevelopment (Support)	<ul style="list-style-type: none"> <li>• Cambridgeshire County Council – Support in principle but are awaiting highway trip budget study evidence so cannot comment further.</li> <li>• U+I Group PLC – Agree with relocating existing industrial uses depending upon an Industrial Relocation Strategy that justifies viable options. The north-east site area is not a viable option.</li> <li>• May resolve issues associated with heavy industrial traffic (noise/air quality / general environment) especially for Shirley School pupils and residents. Road redesign / extra provision may relieve pressure.</li> </ul>
Q9 Nuffield Road redevelopment (Object)	<ul style="list-style-type: none"> <li>• Dencora Trinity LLP – Object to the identification of Trinity Hall Industrial Estate as a residential led mixed-use scheme.</li> <li>• Jobs need to be inside the city.</li> <li>• Roads need to be redesigned to relieve traffic and promote inclusivity.</li> </ul>

	<ul style="list-style-type: none"> <li>• The recent consolidation of Ridgeons indicates a commercial preference for this site.</li> </ul>
Q9 Nuffield Road redevelopment (Comment)	<ul style="list-style-type: none"> <li>• Ridgeons Timber &amp; Builders Merchants and Turnstone Estates – Ridgeons would need to be relocated as nature of this business is incompatible with residential. However, is a critical service so relocation is only appropriate with a viable alternative.</li> <li>• Cambridge Past, Present &amp; Future – Use of brownfield is preferred, but concerns about being able to relocate existing businesses.</li> <li>• Trinity College, Cambridge – The focus of the area should be on the Science and Technology sector, high quality homes and supporting ancillary uses.</li> <li>• Need to consider appropriate long-term needs such as online retail growth, rising working from home prevalence and social housing needs.</li> </ul>

## Chapter 6 – Question 10 (Creating a Mixed-Use City District)

**Do you agree that opportunities should be explored to intensify and diversify existing business areas? If so, with what sort of uses?**

- Respondents – 8
- Support – 5
- Object - 1
- Comment – 2

### **Main issues in representations:**

32529, 32676, 32897, 33261, 33611, 33102, 33041, 33795

Question	Key Issues from Issues and Options consultation 2019
Q10 Existing business areas (Support)	<ul style="list-style-type: none"> <li>• St Johns College, Cambridge – support intensification of employment floor space on St Johns Innovation Park.</li> <li>• U+I Group PLC – Supported, subject to a robust and equitable Highways Trip Budget apportionment and S106 tariff system in the wider area. We also suggest a policy mechanism to support start-ups and smaller businesses.</li> <li>• Requires wider and longer public consultation with local community, businesses, and policymakers.</li> <li>• The Nuffield Rd Industrial Estate is rundown and can withstand being built upwards like the Science Park.</li> <li>• Yes, to more SMEs, retail, recreation &amp; creative interests.</li> </ul>
Q10 Existing business areas (Object)	<ul style="list-style-type: none"> <li>• None</li> </ul>
Q10 Existing business areas (Comment)	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge – Aspiration achievable with significant funding. Policy should allow for flexibility in uses but show how it will add to the Area Action Plan objectives.</li> <li>• Cambridgeshire County Council – Cannot comment as awaiting highway trip budget study transport evidence.</li> </ul>

## Chapter 6 – Question 11 (Creating a Mixed-Use City District)

### Are there any particular land uses that should be accommodated in the North East Cambridge area?

- Respondents – 25
- Support – 3
- Object - 1
- Comment – 21

**Main issues in representations:**

32755, 32899, 33142, 33701, 32530, 32677, 33042, 33091, 33123, 33131, 33182, 33199, 33217, 33311, 33329, 33365, 33408, 33421, 33474, 33481, 33559, 33572, 33612, 33767, 33796

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
<p>Q11 Other land uses in NEC (Support)</p>	<ul style="list-style-type: none"> <li>• New access Road via Cowley Rd, closing the level crossing on Fen Rd, so more trains can stop at North Cambridge Station.</li> <li>• Residential, business, recreational, community spaces well-proportioned for foot and cycle traffic.</li> <li>• High density residential zone with generous large green spaces.</li> </ul>
<p>Q11 Other land uses in NEC (Object)</p>	<ul style="list-style-type: none"> <li>• Dencora Trinity LLP – Object to Trinity Hall Industrial Estate as a residential mixed-use scheme.</li> </ul>
<p>Q11 Other land uses in NEC (Comment)</p>	<ul style="list-style-type: none"> <li>• Cambridgeshire County Council – Joint SCDC and City Transport evidence is not yet concluded. Therefore, no comment can be made at this time.</li> <li>• Barton &amp; District Bridleways Group – Equestrian provision due to lack of safe off-road routes.</li> <li>• Ridgeons Timber &amp; Buildings Merchants and Turnstone Estates / Veolia and Turnstone Estates – Consideration needs to be given to existing critical and established businesses currently in situ, which require proximity to Cambridge, but are incompatible with residential land use. Relocation options need to be viable and convenient.</li> <li>• Cambridge Past, Present and Future – Community facilities such as nursery, community hall space, cafes which limits need to go offsite. Although this is already in CSP, Milton Rd constraints may require its replication.</li> </ul>

	<ul style="list-style-type: none"> <li>• U+I Group PLC – Scale of development requires a variety of sustainable facilities.</li> <li>• Trinity College, Cambridge – Policy should allow for flexibility in a wide range of supporting uses, but these will need to evidence on how it will support Area Action Plan objectives.</li> <li>• Green space: District sized. Lots of small neighbourhood parks (early in development not as an afterthought). Generous green corridors/commons (akin to Midsummer / Stourbridge / Ditton / Grantchester) for recreation and mental health. Need to assign these early or won't happen. As much as possible the area between the railway line and the river should be designated as a Riverside Country Park.</li> <li>• Community space matched to community and wider region, i.e. lecture halls / conference and meeting space / scientific facilities. Café. Space for early settlers to establish sense of identity and community, led by a community worker. Community space led by local needs not developers. Open in evenings.</li> <li>• Education: Secondary schools (as per County Council's own claims that 18-25 spaces for every 100 homes built). Secondary school omission prohibits community cohesion and increases traffic and pollution. Also new college site.</li> <li>• Leisure: Sports / Arts spaces / Events / Equestrian and bridleway provision.</li> <li>• Residential: Dense communal living. Well proportioned.</li> <li>• Retail: Markets / street trading including small economically viable shop units</li> <li>• Healthcare: GPs and pharmacy.</li> <li>• Design/Layout: to facilitate interaction to achieve community cohesion early in development.</li> </ul>
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## Chapter 6 – Question 12 (District Identity)

**What uses or activities should be included within the North East Cambridge Area Action Plan area which will create a district of culture, creativity and interest that will help create a successful community where people will choose to live and work and play?**

- Respondents – 24
- Support – 4
- Object - 0
- Comment – 20

### **Main issues in representations:**

32820, 32614, 32902, 32837, 33237, 33707, 33359, 32678, 33573, 33124, 33401, 33428, 32531, 33240, 33167, 32756, 33797, 33613, 33166, NECIO003, NECIO004, NECIO005

Question	Key Issues from Issues and Options consultation 2019
Q12 District Identity (Support)	<ul style="list-style-type: none"> <li>• Public area or arena for open air events: markets / culture / cinema. Could be free to encourage inclusion.</li> <li>• Uses and activities should be ‘several per city’ such as restaurants and pubs rather than ‘one per city’ e.g. an ice rink which will increase traffic.</li> <li>• Community Centre / Sports Centre.</li> <li>• Plenty of green spaces.</li> <li>• Uses easily accessible to allow Science Park employees to easily cycle / walk, especially during unusual hours.</li> </ul>
Q12 District Identity (Comment)	<ul style="list-style-type: none"> <li>• Brookgate Land Ltd / Trinity College, Cambridge – Uses and activities provided should allow flexibility but uses coming forward should align to the Area Action Plan objectives.</li> <li>• Cambridge Past, Present and Future – Undertake lessons learned study to understand site better.</li> </ul>

	<ul style="list-style-type: none"> <li>• Histon Road Residents' Association – Nurseries for Science Park staff.</li> <li>• U+I Group PLC – Development must provide free / subsidised / opportunities for nearby deprived wards. Meanwhile/worthwhile uses as a stopgap between leases to enable optimising sites for social/economic benefits.</li> <li>• Community Church / Community centre / Library / Playground / splashpad. Site is ideal for essential and accessible public art.</li> <li>• Zero-waste focussed shop to enhance 'green' reputation.</li> <li>• Preference for local business as Cambridge North is dominated by chains and does not promote a vibrant community.</li> <li>• Concerning lack of plans for a secondary school. How can 'walkability' and 'place making' be objectives without such an integral community-focused facility?</li> <li>• Road improvements that link to Cambridge North via non-car usage. Unlikely as Milton Road is so large and complex that the site will remain two separate areas.</li> <li>• Site should include flexible arts/creative indoor and outdoor spaces.</li> <li>• Cultural spaces should be small or large scale, aiming for local arts/audience or those from further afield.</li> <li>• Ensure current/ established activities are maintained.</li> </ul>
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## Chapter 6 – Question 13 (Creating a healthy community)

### Should the Area Action Plan require developments in the North East Cambridge Area Action Plan area to apply Healthy Towns principles?

- Respondents – 20
- Support – 1
- Object - 11
- Comment – 8

**Main issues in representations:**

32818, 32820, 32614, 32902, 32837, 33237, 33707, 33359, 32678, 33573, 33124, 33401, 33428, 32531, 33240, 33167, 32756, 33797, 33613, 33166, NECIO006

Question	Key Issues from Issues and Options consultation 2019
Q13 Healthy Towns principles (Support)	<ul style="list-style-type: none"> <li>• Cambridgeshire County Council – Support principles compatible with non-vehicular. Consideration needs to be given to schools to avoid adverse environmental issues.</li> <li>• Mental health and wellbeing ensured through site design.</li> <li>• Green spaces / walking space allows for rehabilitation and environmental benefits.</li> <li>• Create cycle-free pathways where people can walk, meander, connect with nature, exercise.</li> <li>• Only if motor roads are kept on perimeters of site allowing cyclists and walkers full permeability.</li> <li>• A new leisure centre with sports facilities. Current offer is not convenient for CSP employees during lunchtimes.</li> </ul>
Q13 Healthy Towns principles (Object)	<ul style="list-style-type: none"> <li>• Low carbon emission and mixture of residential and business the priority.</li> </ul>
Q13 Healthy Towns principles (Comment)	<ul style="list-style-type: none"> <li>• Natural England – Strategic level of high-quality green space key to health and wellbeing. Provision should be proportionate to scale and protect designated sites.</li> <li>• Railfuture East Anglia – Yes and include pleasant / interesting active travel options (cycle and footways) leading and surrounding to North Station.</li> <li>• U+I Group PLC – Opportunity to deliver a sustainable and healthy community should be informed by a Health Impact</li> </ul>



	<p>and Needs Assessment that considers wider deprivation issues in neighbouring wards.</p> <ul style="list-style-type: none"> <li>• Shelford and District Bridleways Group – Area Action Plan should include equestrian / Bridleways provision.</li> <li>• Brookgate Land Limited / Trinity College, Cambridge – Healthy towns principles key but flexibility also needed in policy to allow for change in the future.</li> <li>• A community building will help deliver a range of health objectives as it can house a range of services.</li> <li>• The development should incorporate the WELL Community standards into its design to create a healthy community.</li> </ul>
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### Chapter 6 – Question 14 (Cambridge Regional College)

**How should the Area Action Plan recognise and make best use of the existing and potential new links between the Area Action Plan area and the CRC?**

- Respondents – 8
- Support – 2
- Object - 1
- Comment – 5

**Main issues in representations:**

32533, 32680, 33777, 33125, 33499, 33524, 33615, 33799

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q14 Cambridge Regional College links (Support)	<ul style="list-style-type: none"> <li>• Both CRC and Anglia Ruskin University must input into designing this community.</li> <li>• Skills development can be harnessed through working with both CRC and ARU.</li> </ul>

	<ul style="list-style-type: none"> <li>• CRC will become a cultural hub, so links are sensible.</li> </ul>
<p>Q14 Cambridge Regional College links (Object)</p>	<ul style="list-style-type: none"> <li>• An enhanced pedestrian and cycling corridor is needed between CRC and Innovation / business parks but users going to and from CRC will continue to use existing busway. Any enhancement must be high quality with few junctions.</li> </ul>
<p>Q14 Cambridge Regional College links (Comment)</p>	<ul style="list-style-type: none"> <li>• Railfuture East Anglia - Waymark cycle ways paralleling the busways from North Station to CRC together with a cycle way protected crossing at Milton Road. We suggest Cambridge North as a main transport hub.</li> <li>• U+I Group PLC - CRC should be included in the Area Action Plan to future proof its management and use and allow its skills offer to be harnessed. Its inclusion also permits access to green infrastructure.</li> <li>• Trinity College, Cambridge – Conversations must include CRC as they are biggest user of transport network and thus are a major stakeholder.</li> <li>• CRC should be a major partner in developing aspirations to create community identity.</li> <li>• CRC should be supplemented with a secondary school provision on site.</li> <li>• There should be a transit system from Cambridge North to CRC.</li> </ul>

## Chapter 6 – Question 15 (Building Heights and Skyline)

**Should clusters of taller buildings around areas of high accessibility including district and local centres and transport stops form part of the design-led approach to this new city district?**

- Respondents – 32
- Support – 6
- Object - 12
- Comment – 14

**Main issues in representations:**

32681, 33289, 33525, 33616, 32905, 32510, 33596, 32809, 32590, 32634, 33297, 32585, 32648, 32853, 33006, 32660, 32753, 32838, 33709, 33574, 33452, 32791, 33449, 32832, 33424, 33366, 33148, 33600, 32534, 33366, 33352, 33800

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
<p>Q1 Building Heights (Support)</p>	<ul style="list-style-type: none"> <li>• Railfuture East Anglia / The Crown Estate – Quality designed, and employment focussed transport hubs are integral to high accessibility at and around North Station. The Area Action Plan should define the areas / criteria needed.</li> <li>• U+I Group PLC – Support densities in areas of greatest accessibility and amenity. Balanced evidence-based studies will meet these requirements.</li> <li>• Use medium / varied density like Eddington as a guide.</li> <li>• Design is key. CB1 and Great Northern Rd are not good examples (street canyons / wind tunnels / pollution).</li> </ul>
<p>Q15 Building Heights (Object)</p>	<ul style="list-style-type: none"> <li>• Cambridge Past Present, Future – The proximity to the rural settings of River Cam, Fen Ditton and Green Belt suggest that taller buildings may have an indirect negative impact on the wider area and historic core.</li> <li>• Brookgate Land Ltd – Support taller highly accessible clusters to create nodal points, landmarks, legibility and density. There would be no light impact on existing buildings and will release pressure from historic core of city while defining NEC as area with striking buildings.</li> <li>• Hurst Park Estate Residents Association – Although successful in Europe, the failure of CB1 indicates this not achievable in Cambridge as it attracts transient populations and produces adverse microclimates.</li> </ul>

	<ul style="list-style-type: none"> <li>• In Cambridge, only CB1 and Hills Road is above 4 storeys and is overpopulated, noisy and an eyesore. Too many short-term lets and no feeling of place.</li> <li>• Fen Ditton and Ditton Meadows are key areas that are negatively impacted by building heights and transport.</li> <li>• The skyline is one of the key qualities of the area. Clusters of tall buildings will destroy this and violate river setting. Tall buildings also create an unwelcome aggressive environment and are affected by strong wind. Height should be no higher than 2/4 storeys to avoid urban canyons. Include pitched roof / roof gardens for cooler buildings rather than air conditioning.</li> </ul>
<p>Q15 Building Heights (Comment)</p>	<ul style="list-style-type: none"> <li>• Cambridge Past Present, Future – Too early to determine higher density needs without assessment, especially in relation to visual harm.</li> <li>• Campaign to Protect Rural England Cambridgeshire and Peterborough – Must not compromise views. Milton Road should not be surrounded by overbearing buildings. Height and scale should reflect employment needs.</li> <li>• Defence Infrastructure Organisation (M.O.D) – Development impacting upon Cambridge Airport requires MOD assessment (green/brown roofs (birds); solar panels (glare) and wind turbines).</li> <li>• Histon Road Residents Association – Where will high rise buildings be built and how many storeys?</li> <li>• Historic England – Lack of evidence-base means no comment can be made on height. Suggest performing Landscape Character and Visual Impact Assessments.</li> <li>• Trinity College, Cambridge – Support and efficient use of land to allow site to include major transport hubs.</li> <li>• Height no more than 6/8 floors and no individual or complex multi-storey tall buildings.</li> </ul>

	<ul style="list-style-type: none"> <li>• Height of buildings is less important than decreasing walking times and creating vibrant communities and more important than developer profit.</li> <li>• Proposed development will be size of Ely, yet there is no statement about density limits.</li> </ul>
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## Chapter 6: Question 16 (Local movement and connectivity)

**Should the Area Action Plan include any or a combination of the options A to E to improve pedestrian and cycling connectivity through the site and to the surrounding area?**

Summary of responses to Question 16

- Respondents – 39 in total to Question 16

Option	Support	Object	Comments
A – East-West link	21	1	9
B – North-South movement	16	-	3
C – Connections to Milton Country Park	16	-	8
D – Additional Guided Bus stop	12	-	1
E – Connections between sites	15	-	5

### Main issues in representations:

32535, 32615, 32661, 32682, 32734, 32752, 32792, 32810, 32821, 32864, 32906, 33093, 33288, 33526, 33617, 33710, 33446, 32579, 32703, 32742, 33044, 33154, 33172, 33305, 33335, 33425, 33458, 33510, 33560, 33691, 33768, 33801, 33455, NECIO007, NECIO008, NECIO009, NECIO053, NECIO054

**Option A – Create a strong east-west axis to unite Cambridge North Station with Cambridge Science Park across Milton Road. This pedestrian and cycle corridor would be integrated into the wider green infrastructure network to create a pleasant and enjoyable route for people to travel through and around the site. The route could also allow other sustainable forms of transport to connect across Milton Road.**

- Support - 21
- Object - 1
- Comment – 9

Question	Key Issues from Issues and Options consultation 2019
<p>Q16 Local movement &amp; Connectivity Option A – Strong East to West axis (Support)</p>	<ul style="list-style-type: none"> <li>• Support all Options A-E. Together will create a much greater sense that NEC is not car-friendly and is integrated through walking/cycling.</li> <li>• Needs all of the interventions to create strong links to walking/cycling and public transport.</li> <li>• Essential to get some kind of bridge over Milton Road, so that people can cycle from Station directly to Science Park and Regional College.</li> <li>• A better way across Milton Road for pedestrians and cyclists to and from the Science Park is necessary.</li> <li>• Support for Option A.</li> <li>• Crossing Milton Road is a slow nightmare – needs improvement.</li> <li>• East-West axis across Milton Road is essential.</li> <li>• A strong east/west axis is desirable to connect the Trinity Science Park to Cambridge North Station. The two lanes of traffic that stream into the Science Park in the morning will only be reduced if the rail alternative is made highly attractive.</li> <li>• Strongly support the concept of a bridge over Milton Road similar to that on Mile End Road. This should be created as part of a green corridor flowing the line of the 'First Public Drain'.</li> <li>• Note and support a strategy which improves east-west connectivity, particularly for pedestrians and cyclists, which addresses the current physical barriers (e.g. the railway line) and allows for developments and infrastructure to be fully integrated.</li> <li>• The emphasis of the movement principles must be the promotion of non-car and active modes of travel and delivering a highly connected, and accessible development by walking, cycling and public transport.</li> </ul>

	<ul style="list-style-type: none"> <li>• Option A can be successfully achieved on Cowley Road without impacting on the Veolia site and operation.</li> <li>• Priority should be the east-west movements to connect the Railway Station west to Science Park, CRC and the wider community to increase the use of the train. The priority should be for cycle and pedestrian connectivity, but with allowance for introduction of autonomous vehicles.</li> <li>• The east-west movement will connect Science Park with the regeneration area and create a single place where people that live in NEC can easily work in NEC.</li> </ul>
<p>Q16 Local movement &amp; Connectivity Option A – Strong East to West axis (Object)</p>	<ul style="list-style-type: none"> <li>• Milton Road and Kings Hedges Road are already under tremendous stress and cannot cope with additional traffic. Suggest connecting Science Park and the proposed development both to the motorway and a road going through the development cross the river to Fen Ditton of McDonalds roundabout connecting North to South Cambridge (part of wider objection to development at NEC).</li> </ul>
<p>Q16 Local movement &amp; Connectivity Option A – Strong East to West axis (Comment)</p>	<ul style="list-style-type: none"> <li>• Junction of Milton Road and Cowley Road needs major improvement for cyclists. Need a 4-way crossing or roundabout here combined with the proposed green bridge to provide a safe route for cyclists.</li> <li>• The proposed Green Bridge should give good access to the Innovation Centre, Jane Costen Bridge and the proposed housing and businesses in NE corner of the site.</li> <li>• Need to ensure NEC has is good linkage to other bus and cycle routes into the city and further afield. For example, it must link up conveniently with local greenways, the Chisholm trail etc.</li> <li>• There is need for the proposed pedestrian and cycling corridor between CRC and the Innovation &amp; Business Parks and the proposed housing and businesses, but it must be of as high quality as the busway route, with as few junctions to negotiate as possible.</li> <li>• Strongly support segregated pedestrian and cycle use to minimize conflict.</li> <li>• Connectivity MUST include safe equestrian access. All routes created for/used by cyclists must also be accessible to horse-riders and carriage-drivers, who are equally vulnerable road users.</li> <li>• Support for all improvements to pedestrian and cycling connectivity through the site and to the surrounding area.</li> <li>• The challenge of crossing Milton Road is that any route that involves a significant grade (up or down) will deter people from using it. Therefore, a bridge over Milton Road is probably not going to work. However, if Milton Road</li> </ul>

	<p>could be raised (to create an airy, light-filled underbridge) or lowered, that would potentially be a major improvement.</p> <ul style="list-style-type: none"> <li>• Milton Road should also be reduced in size in order to reduce the amount of car traffic entering the city.</li> <li>• Support for all Options A-E, especially the increased permeability of currently impermeable barriers such as the business park and A14.</li> <li>• Not sure if allowing "other sustainable forms of transport to connect across Milton Road" means a bus route - is this needed when there is already the guided busway? Perhaps if tickets were easily transferable between different types of buses, this wouldn't be needed.</li> <li>• Pedestrian and cycling connectivity both within and external to the Area Action Plan area will be critical to the success of this development and will be one of the determinants to what level of development can be accommodated. At this stage no options should be ruled out and indeed further connections may be included as work continues.</li> </ul>
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**Option B –Improve north-south movement between the Cowley Road part of the site and Nuffield Road. Through the redevelopment of the Nuffield Road area of NEC, it will be important that new and existing residents have convenient and safe pedestrian and cycle access to the services and facilities that will be provided as part of the wider North East Cambridge area proposals.**

- Support - 16
- Object - 0
- Comment – 3

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q16 Local movement & Connectivity Option B – Improved North – South movement (Support)	<ul style="list-style-type: none"> <li>• Support all Options A-E</li> <li>• Support for Option B.</li> <li>• North-South links between Cowley Road and Nuffield Road are essential.</li> <li>• Note and support a strategy which improves north-south connectivity, particularly for pedestrians and cyclists, which addresses the current physical barriers.</li> <li>• Options to improve connectivity between Cowley Road and Nuffield Road are supported and will ensure safe and convenient travel through the wider site ensuring coordinated development.</li> </ul>



	<ul style="list-style-type: none"> <li>Option B will ensure safe and convenient travel through the wider site.</li> </ul>
Q16 Local movement & Connectivity Option B – Improved North – South movement (Comment)	<ul style="list-style-type: none"> <li>Preferred option - road linking Cowley Road/Nuffield Road, and road bridge across the railway line continuing this north-south corridor to the industrial and caravan sites currently accessed via the level crossing on Fen Road. The current necessity for a level crossing is very limiting to the potential use of Cambridge North station. New road access via Cowley Road without a level crossing would improve the potential of NEC and reduce traffic along the river so improving this space for recreation.</li> <li>A road should be constructed linking the industrial estate directly with Milton Road. Then Nuffield Road can be closed off to motor traffic at the corner. (cycle and pedestrian access should be maintained of course).</li> <li>Upgraded cycle paths along Milton Road need to be suitable for thousands more people. Need to ensure there is coherent cycling in all directions that is safe, wide and well lit.</li> <li>Coherent infrastructure for cycling, walking and bus priority required. Coordination between NEC site and GCP Milton Road project required.</li> </ul>

**Option C – Upgrade connections to Milton Country Park including improved access to the Jane Coston Bridge, the Waterbeach Greenway project and existing underpass along the river towpath.**

- Support - 16
- Object - 0
- Comment – 8

Question	Key Issues from Issues and Options consultation 2019
Q16 Local movement & Connectivity Option C (Support)	<ul style="list-style-type: none"> <li>Support all Options A-E</li> <li>Current approaches to the JC bridge are terrible. Milton residents need the Greenway alongside the railway, or both the JC Bridge and towpath will become congested.</li> <li>Strongly support the proposed connections to Milton Country Park and the River Cam.</li> <li>Note and welcome Option C to upgrade connections to Milton Country Park by both foot and cycle, including improving access to the Jane Coston Bridge, the Waterbeach Greenway project including a new access under the A 14. Would welcome</li> </ul>

	<p>consideration of options for a crossing of the railway line and the use of green bridges.</p> <ul style="list-style-type: none"> <li>• It will be important to ensure that any proposal for an underpass will maximise connectivity through the Site, capitalising on permeability and wider Green Infrastructure initiatives (e.g. Waterbeach Greenway, Chisholm Trail, improving the public realm function of the 1st Drain etc).</li> <li>• Multi user access required, including equestrian not the provision of restrictive cycle and pedestrian access.</li> </ul>
<p>Q16 Local movement &amp; Connectivity Option C (Comment)</p>	<ul style="list-style-type: none"> <li>• There is an opportunity here to give explicit equestrian access on NCN 11 and NCN 51, including over the Chisholm Trail bridge, which would link equestrians in Fen Ditton to Milton Country Park and the Waterbeach Greenway (and vice versa).</li> <li>• Option C provides a sensible approach and also justifies the extension of the Area Action Plan boundary to include the river corridor.</li> <li>• A cycle/foot/(&amp; bus?) link should be created adjacent to the A14 and over both railway and river to connect to the B1047 (and beyond). Currently cycle links over the Cam are limited as there are only FP links east of the river. Linked to the proposed Greenway beneath the A14 this would vastly improve the permeability' for both cycling and walking in the area.</li> <li>• Support the use of non-motorised vehicular travel. However, the towpath along the River Cam should remain predominately an area for pedestrians and those who wish to enjoy the tranquillity of the river bank and the Fen Rivers Way that runs along the river bank from Cambridge to Ely in a more leisurely and peaceful fashion. Safeguarding this unique public space and biodiversity should be a priority.</li> <li>• The necessary transport links for this development and Waterbeach New Town need to be funded, considered and strategically delivered together as a cohesive plan and not in a piecemeal fashion or to the detriment of surrounding communities.</li> <li>• Greenways link from the NEC to Waterbeach should include usage dedicated to cycle, bridleway, pedestrians, wheelchair and mobility scooter users. The towpath between the NEC and Waterbeach should be maintained for leisure to ensure a tranquil enjoyment of the banks of the river Cam. Cycle super highway and recreation tranquillity uses need to be segregated.</li> </ul>

	<ul style="list-style-type: none"> <li>• Open up routes across the river for pedestrians, bikes, cars and public transport.</li> <li>• Suggested multiuser (pedestrian, cyclists and equestrian) links include - the Guided Bus bridleway at Milton Road to Waterbeach and Milton Country Park via the Waterbeach Greenway or any other proposed cycle and pedestrian routes; Waterbeach to Byway 162/3 Milton via the Guided Bus bridleway via the Waterbeach Greenway or any other proposed cycle and pedestrian routes; Links to Ditton Meadows or any other communities to the East.</li> </ul>
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**Option D – Provide another Cambridge Guided Bus stop to serve a new District Centre located to the east side of Milton Road.**

- Support - 12
- Object - 0
- Comment – 1

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q16 Local movement & Connectivity Option D (Support)	<ul style="list-style-type: none"> <li>• Support all Options A-E</li> <li>• A new Guided Bus stop for the area East of Milton Road will be necessary.</li> <li>• Another guided bus stop (of which there are too few) would be very sensible.</li> </ul>
Q16 Local movement & Connectivity Option D (Comment)	<ul style="list-style-type: none"> <li>• Support the suggestion to improve public transport accessibility around NEC, but further work should be undertaken to determine appropriateness of this Option.</li> </ul>

**Option E – Increase ease of movement across the sites by opening up opportunities to walk and cycle through areas where this is currently difficult, for example Cambridge Business Park and the Cambridge Science Park improving access to the Kings Hedges and East Chesterton areas as well as the City beyond.**

- Support - 15
- Object - 0
- Comment – 5

Question	Key Issues from Issues and Options consultation 2019
Q16 Local movement & Connectivity Option E (Support)	<ul style="list-style-type: none"> <li>• Support all Options A-E</li> <li>• Strongly support point E, to increase ease of pedestrian and cycle movements across the Business and Science Park and improve access to E. Chesterton and Kings Hedges areas</li> <li>• Pedestrian-cycle links to all these areas are currently terrible and car-centric.</li> <li>• Cambridge Business Park currently gated and inaccessible to public transport users/cyclists/pedestrians – essential this if opened up and made porous with routes such as those suggested in B and links to C.</li> <li>• Very much support opportunities to increase the ease and convenience of walking and cycling movements across sites in NEC, as this will strengthen the concept of promoting internalised trips and reduce the reliance on travel by car.</li> </ul>
Q16 Local movement & Connectivity Option E (Comment)	<ul style="list-style-type: none"> <li>• Suggest road are planned with wide cycle lanes, plenty of walking space with cars and lorries only allowed along the periphery (exceptions being for the disabled) before any bricks are lain and discuss it with the developers.</li> <li>• Equestrian access required on the inter community links.</li> </ul>

## Chapter 6 – Question 17 (Crossing the railway line)

### Should we explore delivery of a cycling and pedestrian bridge over the railway line to link into the River Cam towpath?

- Respondents – 64
- Support – 24
- Object - 7
- Comment – 33

#### Main issues in representations:

32536, 32588, 32606, 32616, 32682, 32733, 32743, 32749, 32789, 32811, 32822, 32833, 32907, 33035, 33066, 33230, 33312, 33338, 33367, 33396, 33527, 33618, 33711, 32498, 32609, 32942, 32949, 33239, 33459, 32600, 32608, 32652, 32704, 32736, 32842, 32874, 33045, 33077, 33110, 33129, 33173, 33183, 33200, 33218, 33362, 33409, 33482, 33462, 33493, 33500, 33575, 33696, 33802, NECIO010,

NECIO011, NECIO012, NECIO013, NECIO014, NECIO015, NECIO016, NECIO017, NECIO018, NECIO019, NECIO055

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
<p>Q17 Crossing the railway line (Support)</p>	<ul style="list-style-type: none"> <li>• The Wildlife Trust BCN - Must include the river corridor.</li> <li>• Railfuture East Anglia – Consider a road bridge with clearly demarcated/separated uses. A new road (north end of Cowley Rd?) could link a rail freight terminal and relieve traffic.</li> <li>• U+I Group PLC – Welcome subject to funding.</li> <li>• Brookgate Land Ltd – Support, but already a pedestrian and cycle route to River Cam via Moss Bank and Fen Road.</li> <li>• Cambridge Past, Present and Future – Support the inclusion of a bridge to better connect area and enhance connectivity and inclusivity.</li> <li>• Investment into much larger walking/cycling infrastructure is needed.</li> <li>• As much cycle permeability as possible to discourage car use.</li> <li>• Could also include a spacious underbridge providing grade separation under the railway, with lots of light &amp; air.</li> <li>• Should be a river crossing for walking and cycling in vicinity of and adjacent to the A14 Bridge.</li> <li>• Rather than towpath links, proper connection to roads are needed as well as connections to Waterbeach Greenway.</li> <li>• A new bridge over the railway line to Fen Road will allow pedestrians and cyclists to avoid the railway crossing. Its location should be in the middle of this part of the site to allow good access to the River Cam.</li> </ul>
<p>Q17 Crossing the railway line (Object)</p>	<ul style="list-style-type: none"> <li>• Waterbeach Parish Council - Towpath should remain a tranquil area for leisure. Protect river from overuse.</li> <li>• No. We have enough cyclists in that area as it is.</li> </ul>

	<ul style="list-style-type: none"> <li>• What is needed is closing the Level Crossing [LC] and building a road bridge. This is due to:</li> <li>• Traffic which will increase due to development.</li> <li>• Already pedestrian and cycle access at North station.</li> <li>• Wait time at LC is unacceptable (20 mins) so effectively cuts off communities (Traveller site; Residential Home at 71 Fen Rd; cyclists going to Moss Bank).</li> <li>• Closing of LC causes frustration and is blatant discrimination and ghettoization (traffic / emergency and residential access / availability of facilities etc.). This will make the area unsafe and unattractive to residents.</li> <li>• LC causes traffic surges on Fen Rd, Water Street and Chesterton (including heavy vehicles).</li> <li>• LC causes antisocial driving as vehicles race to miss barriers.</li> <li>• Road link should be able to take HGV's; Have a single lane to allow HGV access, prohibit trucks and vans from using LC (if it remains).</li> <li>• Safer access over railway.</li> <li>• Reduce timetable risk for Rail operations; Can increase train paths; open up possibility for metro style movement.</li> <li>• Will act as extension of Chisholm Trail.</li> <li>• Area Action Plan facilities should be accessible to all (inclusive of Travellers site).</li> <li>• Area Action Plan employment opportunities should be open for all (inclusive of Travellers site).</li> <li>• Suggestions for road bridge: across to the Sewage Farm site and Milton Road; North of Fen Road; North of North Station Connecting and continuing Cowley Rd; Connecting Milton Rd to Fen Rd; From the A14 roundabout to Fen Rd).</li> </ul>
<p>Q17 Crossing the railway line (Comment)</p>	<ul style="list-style-type: none"> <li>• Cambridgeshire County Council – Future plans for rail network line will inform suitability of alternative crossing. Thus, no options should be ruled out at this stage.</li> </ul>

	<ul style="list-style-type: none"> <li>• Cllr Hazel Smith – Fen Rd will get ever-more cut off as development progresses. Provide a link road. Access must be funded &amp; safeguarded without exceptions.</li> <li>• Trinity College, Cambridge – All connectivity is a positive and must be east-west across Milton Rd as a priority.</li> <li>• Cycling and pedestrian bridge must be suitable for equestrian access.</li> <li>• People would not use a footpath over the river as it will pass through Gypsy and Traveller camps and people will feel threatened using it. Much better to include east of the railway and regenerate inclusively.</li> <li>• Far more interested in reducing commercial vehicles using Fen Rd, Water Lane and Green End Rd.</li> <li>• If a cycle/pedestrian bridge is built, it should be sited to allow for a future road bridge.</li> <li>• The railway level crossing at Fen Road is currently closed for long periods of time and an alternative road access should be provided. Fen Road is dangerous due to the number of vehicles and vehicle speeds. A new access road onto the A14 or a new road bridge into the NEC Area Action Plan site should be provided which could also accommodate public transport and be managed to avoid rat running.</li> <li>• Unobtrusive lighting on the towpath would make it more useable for cyclists at night, enabling them to avoid Fen Road more.</li> </ul>
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**Chapter 6: Question 18 (Milton Road Connectivity) – Which of the Options A-E would best improve connectivity across Milton Road between Cambridge North Station and Cambridge Science Park?**

**Summary of responses to Question 18**

- Respondents – 43 in total to Question 18

Option	Support	Object	Comments
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A – Green bridges	14	1	1
B – Tunnelled road	2	3	3
C – Rebalancing of road	15	-	5
D – East-west connectivity suggestions	2	-	-
E – Connections – other suggestions	-	1	3

### Main issues in representations:

32617, 32662, 32751, 33028, 33078, 33095, 33143, 32499, 32537, 32602, 32684, 32705, 32735, 32793, 32823, 32844, 32878, 32908, 32911, 33046, 33132, 33155, 33174, 33246, 33340, 33528, 33550, 33576, 33619, 33712, 33776, 33803, NECIO020, NECIO021, NECIO022, NECIO023, NECIO024, NECIO025, NECIO026, NECIO027, NECIO028, NECIO056, NECIO057

**Option A – One or more new 'green bridges' for pedestrians and cycles could be provided over Milton Road. The bridges could form part of the proposed green infrastructure strategy for NEC, creating a substantial green/ecological link(s) over the road.**

- Support - 14
- Object - 1
- Comment – 1

Question	Key Issues from Issues and Options consultation 2019
Q18 Milton Road Connectivity Option A (Support)	<ul style="list-style-type: none"> <li>• A combination of A and C. There must be safe access for cycling/walking, but also the options for cars around the wider area need to be reduced</li> <li>• Milton Rd is certainly a barrier at present and options A-C sound sensible.</li> <li>• Support for Option A.</li> <li>• Strongly support the Green Bridge option across Milton Road.</li> <li>• Support the idea of a green bridge (rather than tunnelling) for pedestrian/cycle access and the rationalisation of junctions around the Science and</li> </ul>



	<p>Business parks with prioritisation for sustainable forms of transport.</p> <ul style="list-style-type: none"> <li>• Green bridges very appealing. Also feel that there should be a transit system extending from Cambridge North to the Regional College, perhaps like the systems used in airports.</li> <li>• One or more green bridges are a fantastic idea; with the potential if well designed to be iconic statements in the area.</li> <li>• Would welcome consideration of the use of green bridges.</li> <li>• Strongly support the concept of a bridge over Milton Road similar to that on Mile End Road. This should be created as part of a green corridor following the line of the 'First Public Drain'.</li> <li>• Preferred option as it provides the opportunity to create a substantial green link over the road without adversely affect the flow of traffic on Milton Road. Will also limit the impact on the operation of Milton Road during construction when compared with either Option B and C.</li> <li>• Support in principle but question the practicalities of 'green bridges' and the associated cost and impact on the viability of the overall development area.</li> <li>• A 4-way crossing or roundabout combined with the proposed green bridge will provide a safe route for cyclists. Bridge should give access to Innovation Centre, Jane Costen Bridge &amp; housing/businesses proposed for NE corner of site.</li> </ul>
<p>Q18 Milton Road Connectivity Option A (Object)</p>	<ul style="list-style-type: none"> <li>• A bridge over Milton Road would involve steep grades for people walking and cycling, which means people would avoid using it. Instead, walking/cycling journeys should enjoy the benefit of the relatively level connection while motorised journeys go under or over (using an open, airy and light-filled 'underbridge' structure).</li> </ul>
<p>Q18 Milton Road Connectivity Option A (Comment)</p>	<ul style="list-style-type: none"> <li>• The introduction of a bridge over Milton Road would create yet another physical structure in an already visually crowded and confusing corridor.</li> </ul>

**Option B – Subject to viability and feasibility testing, Milton Road could be 'cut-in' or tunnelled below ground in order to create a pedestrian and cycle friendly environment at street level. This option would allow for significant improvements to the street which would be more pleasurable for people to walk and cycle through.**

- Support - 2
- Object - 3
- Comment – 3

Question	Key Issues from Issues and Options consultation 2019
Q18 Milton Road Connectivity Option B (Support)	<ul style="list-style-type: none"> <li>• Great, if affordable. Suggest on top of undercut, have green space, grass, and separate walking paths and cycle paths.</li> <li>• Tunnelling the road would be ideal as it is more convenient for cycling and walking without inconveniencing road users.</li> <li>• While a green bridge (A) would be fantastic, would rather option B is explored so that cycling and walking remains at grade, with the road connections cut-in/tunnelled.</li> </ul>
Q18 Milton Road Connectivity Option B (Object)	<ul style="list-style-type: none"> <li>• Object to tunnelling under. This has not worked well at the Queen Elizabeth Way roundabout as the underpass has many blind corners and feels very unsafe after dark.</li> <li>• Putting Milton Road into a cutting feels like a 1960s concrete nightmare. Get rid of the hard landscape and make this a green space.</li> <li>• Placing the existing road in a cutting risks the appearance of a concrete channel/cutting, and that should be avoided.</li> </ul>
Q18 Milton Road Connectivity Option B (Comment)	<ul style="list-style-type: none"> <li>• It may be possible to go underground with a well-designed and creative subway that links both sides of the road. This may be more costly, but visually and aesthetically it could be a preferred option.</li> <li>• Likely to result in significant disruption to the road network during construction and would likely require the lowering or redirecting or Statutory Undertakers Utilities. Would result in alterations to the access junctions into Science Park and the Site, both of which have limited access opportunities for their respective sizes.</li> </ul>

	<ul style="list-style-type: none"> <li>• Prohibitively expensive, and creates a lot of difficult engineering challenges to overcome.</li> </ul>
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**Option C – Milton Road could be significantly altered to rebalance the road in a way that reduces the dominance of the road, including rationalising (reducing) the number of junctions between the Guided Busway and the A14 as well as prioritising walking, cycling and public transport users.**

- Support - 15
- Object - 0
- Comment – 5

Question	Key Issues from Issues and Options consultation 2019
Q18 Milton Road Connectivity Option C (Support)	<ul style="list-style-type: none"> <li>• A combination of A and C. There must be safe access for cycling/walking, but also the options for cars around the wider area need to be reduced.</li> <li>• Milton Rd is certainly a barrier at present and options A-C sound sensible.</li> <li>• Support for Option C.</li> <li>• To reduce the amount of car traffic entering the city overall, overbuilding Milton Road for high levels of car traffic is wrong. Milton Road should be smaller than it is today.</li> <li>• Agree that other approaches should be considered to reduce the dominance of Milton road.</li> <li>• The issue is not only Milton Road as a cyclist, it's crossing Cowley Road and Cowley Park too if trying to get from Jane Coston Bridge to the city. Area as a whole needs looking at, not just getting from east to west.</li> <li>• Anything that reduces the dominance of the road is to be welcomed.</li> <li>• Strongly support improvements to pedestrian and cycling access across this junction. Current movements require waiting for pedestrian signals at five locations to fully cross between Science and Business parks.</li> <li>• Support the idea of a bridge over Milton Road, in conjunction with a roundabout replacing the multiple traffic lights.</li> </ul>

	<ul style="list-style-type: none"> <li>• Fully support. There are opportunities to significantly alter and rationalise the existing signalised junctions on Milton Road and rebalance pedestrian and cyclist priority through targeted interventions.</li> <li>• A 4-way crossing or roundabout combined with the proposed green bridge will provide a safe route for cyclists.</li> </ul>
Q18 Milton Road Connectivity Option C (Comment)	<ul style="list-style-type: none"> <li>• Do not see crossing Milton Road by cycle or foot as a problem. Problem relates to relative location of multiple sets of traffic lights and poor coordination between them leading to congestion.</li> <li>• Sceptical about how much the 'public realm' around the road could be improved due to the levels of motor traffic. Inappropriate location for shared space designs but should link in well to new segregated cycle lanes on the more southerly stretch of Milton Road.</li> <li>• Should this not be in scope for the Milton Road project?</li> <li>• Crossing Milton Road from east to west is problematic due to the number of lanes and congestion. The introduction of formal pedestrian/cycle crossings could exacerbate this congestion.</li> <li>• Option C would result in alterations to the access junctions into the Science Park and the Site, both of which have limited access opportunities for their respective sizes.</li> </ul>

**Option D – Connectivity across Milton Road could be improved through other measures. We would welcome any other suggestions that would improve the east-west connectivity through the site.**

- Support - 2
- Object - 0
- Comment – 5

Question	Key Issues from Issues and Options consultation 2019
Q18 Milton Road Connectivity	<ul style="list-style-type: none"> <li>• Not clear how this would be possible with Milton Road specifically but support the general principle.</li> </ul>

Option D (Support)	
Q18 Milton Road Connectivity Option D (Comment)	<ul style="list-style-type: none"> <li>• Whichever of the options is chosen, it is essential that the cycling route is more convenient and faster than just going along or crossing the road, otherwise many people will not use the provided infrastructure.</li> <li>• Would like to see proper segregation of motor traffic, bicycles and pedestrians into three sets of routes.</li> <li>• Connectivity must include equestrian access - would be fantastic to link to the guided bus way.</li> <li>• No option should be ruled out at this stage, segregation of bus, pedestrian and cycle and any future transit solutions across Milton Road is the ideal and would allow for better streetscape and urban realm.</li> <li>• The permanent infrastructure should be flexible to allow innovation in the future.</li> <li>• All five options generally supported. The means of crossing Milton Road will involve a range of complex issues, which cannot be determined at this stage. The crossing solution(s) should not ultimately be compromised by concerns about short-term disruption and inconvenience. The east-west axis will be fundamental in the overall success of NEC, and the justification for internalising trips will be partly made on the basis that pedestrian and cycle connectivity across NEC will be safe and convenient.</li> <li>• Fully support. There are opportunities to significantly alter and rationalise the existing signalised junctions on Milton Road and rebalance pedestrian and cyclist priority through targeted interventions.</li> <li>• Difficult to select a preferred option without the detailed implications of each; however, the ultimate choice should be selected on the benefits it offers to the ease, convenience and safety of the pedestrian and cyclist, along with the attractiveness of those routes.</li> <li>• Must be recognised that any scheme for Milton Road will need to allow for a Milton Road vehicular access to Science Park.</li> </ul>

### Option E – Other ways of improving connections

- Support - 0
- Object - 1
- Comment – 3

Question	Key Issues from Issues and Options consultation 2019
Q18 Milton Road Connectivity Option E (Object)	<ul style="list-style-type: none"> <li>• Make roads better for cars</li> </ul>
Q18 Milton Road Connectivity Option E (Comment)	<ul style="list-style-type: none"> <li>• Assuming that the options expressed in Q18 would be focussed on connecting Cambridge North Station and the Science Park. St John's Innovation Park is not mentioned and therefore this leads to a question as to whether there is a need for such a connection across Milton Road connecting the Science Park with the Innovation Park. The cost and delivery of such a route will be significant and there would be a question as to whether it would actually be needed if a much more justifiable option at the Science Park junction leading into Cowley Road would be more appropriate?</li> <li>• How can we improve connections? The size of the new community will bring permanent gridlock to the end of Milton Road. Already avoid the A14 at the roundabout here.</li> <li>• Supports the principles proposed in Qu 18, however, concerns about the potential overlap or conflict with the other projects being proposed for this area, including the GCP Milton Road improvements, the GCP Greenways project, the Combined Authority Metro proposals, the East- West Rail proposals, etc.</li> </ul>

## Chapter 6 – Question 19 (Development fronting Milton Road)

**Should development within the North East Cambridge area be more visible from Milton Road, and provide a high quality frontage to help create a new urban character for this area?**

- Respondents – 11
- Support – 5
- Object - 3

- Comment – 3

**Main issues in representations:**

32538, 32750, 32913, 33247, 33620, 32663, 32909, 33009, 32685, 32794, 33804

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q19 Milton Road frontage (Support)	<ul style="list-style-type: none"> <li>• St. Johns College, Cambridge – Prominent buildings will create visual viewpoints from Milton Road. St. Johns Innovation Park should be increased to meet this aim.</li> <li>• U+I Group PLC – As Milton Rd is key route into City, traffic reduction mechanisms may be limited short term.</li> <li>• Milton Rd needs to be redeveloped into a highly visible continuing community which relies less on commuting. However, if it is not zero carbon then hide it away.</li> <li>• Cycle paths to be more visible and better lit.</li> <li>• Use innovative design to reduce dominance of access roads from A14 roundabout to make it feel less like a high-speed road.</li> </ul>
Q19 Milton Road frontage (Object)	<ul style="list-style-type: none"> <li>• A visually cluttered urban area counters open space aims. Try and keep a rural feel, retain the area as a ‘fringe’ site. Plant trees on a grand scale, with progressive reduction of car-use to support sustainable travel options.</li> <li>• Adding commercial facades onto a five-lane highway is appalling.</li> </ul>
Q19 Milton Road frontage (Comment)	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge – Development presents an opportunity to provide a northern gateway entrance into Cambridge. Legibility will also encourage public transport use.</li> <li>• Wrong question. Development should front walking and cycling network to ensure low car use and minimise motor noise. Milton Rd could be resigned to allow this.</li> </ul>

## Chapter 6 – Question 20 (Managing car parking and servicing)

**Do you agree with proposals to include low levels of parking as part of creating a sustainable new city district focusing on non-car transport?**

- Respondents – 29
- Support – 15
- Object - 5
- Comment – 9

### **Main issues in representations:**

32539, 32586, 32618, 32623, 32640, 32686, 32795, 32860, 32915, 33010, 33047, 33079, 33529, 33621, 33713, 32500, 32511, 32664, 33368, 32824, 32910, 33133, 33248, 33306, 33341, 33426, 33561, 33769, 33805

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
<p>Q20 Car parking (Support)</p>	<ul style="list-style-type: none"> <li>• Hurst Park Estate Residents Association/Milton Road Residents Association – Support. However, assumption of low car use does not take into account visitors/car hire/borrowing/retail. A critical explanation is needed on how it will be enforced. Otherwise parking problems will emerge inappropriately elsewhere.</li> <li>• Cambridgeshire County Council – Parking policy and internalisation fundamentally impacts a constrained highway network. A suitable mix of uses is appropriate.</li> <li>• Railfuture East Anglia – Agree.</li> <li>• U+I Group PLC – Suggest interim parking strategies until full non-parking options can be realised. Parking can then be phased out.</li> <li>• Brookgate Land Ltd – Sustainable low parking infrastructure options essential and should be consistently applied across whole of NEC land.</li> </ul>



	<ul style="list-style-type: none"> <li>• Car use should not be needed, given the proximity to North Station/transport hubs. Suggest one space per residential unit, or area will become another car-dominated commuter suburb of the A14.</li> <li>• Any parking provided should be underground and will improve look of area. Essential access only.</li> <li>• The car spaces provided should be chargeable by day and/or hour. Monthly charging will not work as people will just view it as a long-term parking option.</li> </ul>
<p>Q20 Car parking (Object)</p>	<ul style="list-style-type: none"> <li>• More parking spaces needed. Not everyone cycles.</li> <li>• Not all visitors to the area have good public transport links to reach the area, especially from the North East.</li> <li>• Low numbers of parking spaces will cause surrounding area to be swamped with cars.</li> <li>• Unfeasible given the inadequate public transport.</li> <li>• This zero-carbon non-car position has not been achieved anywhere else. What makes this place different?</li> </ul>
<p>Q20 Car parking (Comment)</p>	<ul style="list-style-type: none"> <li>• St. Johns College, Cambridge – Reduction in parking needs to be matched by a proportional provision of public and non-car transport. The college will accept a position to provide no new car parking spaces over the park as a consequence of new development.</li> <li>• Histon Road Residents’ Association - The site will have car-free zones necessitating some parking facilities on the edge of site and underground.</li> <li>• Ridgeons Timber and Builders Merchants and Turnstone Estates/Veolia and Turnstone Estates – Consideration needed for parking and access needs of commercial uses on site.</li> <li>• Trinity College, Cambridge – Support more sustainable modes of transport. May need a range of policies to recognise different uses, needs, requirements and</li> </ul>

	<p>transition options to align with viability and delivery realities.</p> <ul style="list-style-type: none"> <li>• Underground parking/parking areas/10 minutes walk to car (allowing time to only drop off)/Cycle parking outside door/Clear and direct cycle routes.</li> <li>• Improve accessibility, reliability and cost of public transport to relieve this issue.</li> </ul>
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## Chapter 6 – Question 21a (Managing car parking and servicing)

**In order to minimise the number of private motor vehicles using Milton Road, should Cambridge Science Park as well as other existing employment areas in this area have a reduction in car parking provision from current levels?**

- Respondents – 23
- Support – 11
- Object - 7
- Comment – 5

### Main issues in representations:

32540, 32619, 32796, 32861, 32916, 33011, 33049, 33081, 33530, 33622, 33714, 32501, 32512, 32665, 32880, 32947, 33014, 33369, 32603, 32757, 32846, 33342, 33806

Question	Key Issues from Issues and Options consultation 2019
Q21a Reduction in car parking (Support)	<ul style="list-style-type: none"> <li>• Cambridge County Council/Brookgate Land Ltd - Evidence suggests car parking at CSP underused and unwelcome North Station environment so little incentive not to drive. If implemented, consideration has to be given to preventing cars parking in streets adjacent to area and providing excellent public transport and walking/cycling provision.</li> <li>• Railfuture East Anglia – Emphasis on quality public transport.</li> </ul>

	<ul style="list-style-type: none"> <li>• U+I Group PLC – Support this initiative to reduce car use.</li> <li>• Data needed as Science Park users going to/from A14 may be less of a problem than other users.</li> <li>• Adequate transport options must be offered, such as Park and Ride, Company shuttles and prioritised, segregated and wider cycle paths to prevent car/non car conflict.</li> <li>• The Council has declared a climate emergency and offering car parking will not create the modal shift needed.</li> </ul>
<p>Q21a Reduction in car parking (Object)</p>	<ul style="list-style-type: none"> <li>• Orchard Street Investment Management – Given the congestion in the area already, careful cooperative consideration from all stakeholders is needed.</li> <li>• More parking is needed.</li> <li>• Reducing parking while offering no appropriate viable alternative (outside of peak times; before transport hub is operating) is dis-incentivising. Not all visitors to the area have good public transport links to reach the area, especially from the North East. This will result in car swamping in surrounding streets.</li> </ul>
<p>Q21a Reduction in car parking (Comment)</p>	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge – Already reducing car parking at CSP and this will continue. Policy needs to reflect that parking will reduce over time and is a shared ambition to encourage sustainable non-car transport.</li> <li>• Encourage car sharing, businesses with showers (for cyclists); consider allowing 1 car space per unit only.</li> <li>• Peak times on Milton Rd are people just passing through, so parking will not address the issue.</li> <li>• Reducing car spaces means only the rich can afford spaces.</li> <li>• If parking is a problem, why provide such a big car park at North Station?</li> <li>• Is the Science Park not currently building a car park?</li> </ul>

## Chapter 6 – Question 21b (Managing car parking and servicing)

Should this be extended to introduce the idea of a reduction with a more equitable distribution of car parking across both parts of the Area Action Plan area?

- Respondents – 9
- Support – 6
- Object - 2
- Comment – 1

### Main issues in representations:

32541, 32918, 33050, 33531, 33623, 33715, 32666, 33370, 33807

Question	Key Issues from Issues and Options consultation 2019
Q21b Distribution of car parking (Support)	<ul style="list-style-type: none"> <li>• Cambridgeshire County Council/Railfuture East Anglia/U+I Group PLC/Brookgate Land Limited – Essential to reduce car parking availability and promote a package of sustainable transport measures.</li> <li>• Low levels of parking throughout. Car parking could be grouped in certain areas with good walking/cycling connections with concessions for those with low mobility.</li> </ul>
Q21b Distribution of car parking (Object)	<ul style="list-style-type: none"> <li>• This proposal will just encourage swamping of displaced cars to park on streets adjacent to area. Reducing parking unfeasible until adequate alternatives available.</li> </ul>
Q21b Distribution of car parking (Comment)	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge – CSP is moving towards an approach with fewer car parking spaces in alignment with the non-car ethos of new development. However, please consider policy that reflects a slower transitional period to allow the well-established businesses here with long leases to encourage and adopt initiatives.</li> </ul>

	<ul style="list-style-type: none"> <li>• Parking should be 1 space per residential unit.</li> </ul>
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**Chapter 6 – Question 22 (Managing car parking and servicing)**

**Should the Area Action Plan require innovative measures to address management of servicing and deliveries, such as consolidated deliveries and delivery/collection hubs?**

- Respondents – 16
- Support – 10
- Object - 2
- Comment – 4

**Main issues in representations:**

32542, 32797, 32920, 32948, 33018, 33052, 33299, 33532, 33624, 33716, 33502, 32667, 32866, 33175, 33343, 33808

Question	Key Issues from Issues and Options consultation 2019
Q22 Servicing & deliveries  (Support)	<ul style="list-style-type: none"> <li>• Cambridgeshire County Council/Brookgate Land Ltd – Innovative measures, such as a centralised refuse collection can help to reduce demand of highway network supported.</li> <li>• Railfuture East Anglia – Consolidation of deliveries not only for this area, but for Cambridge as a whole. A Rail freight terminal accessed on Cowley Rd extension could facilitate this.</li> <li>• U+I Group PLC – Area could include a number of hubs. More understanding is needed about needs of residents and businesses to consider fully.</li> <li>• Consider future proofing for the growth of online shopping.</li> <li>• Consider cycling logistic firms to make last-mile deliveries within site, wider area using cargo bikes and assigned delivery parking outside of peak hours.</li> </ul>

	<ul style="list-style-type: none"> <li>• Trans-shipment hub appropriate given proximity to A14. Allow for a bulk/break/consolidation depot to service local businesses and lessen environmental impact.</li> </ul>
Q22 Servicing & deliveries (Object)	<ul style="list-style-type: none"> <li>• This is a silly idea.</li> </ul>
Q22 Servicing & deliveries (Comment)	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge – Area Action Plan should allow for innovative solutions as technological advances come forward, rather than be absolute and restrictive</li> </ul>

## Chapter 6 – Question 23 (Car and other motor vehicle storage)

### Should development within the North East Cambridge area use car barns for the storage of vehicles?

- Respondents – 19
- Support – 11
- Object - 3
- Comment – 5

#### Main issues in representations:

32543, 32587, 32620, 32624, 32641, 32825, 32867, 32912, 32922, 33533, 33717, 32503, 32668, 32758, 32737, 33053, 33344, 33809

Question	Key Issues from Issues and Options consultation 2019
Q23 Car barns (Support)	<ul style="list-style-type: none"> <li>• Hurst Park Estate Residents Association/Milton Road Residents Association – Support, but lack of testing means it may just end up a concrete multi-storey car park in all but name.</li> <li>• Railfuture East Anglia – Yes.</li> </ul>

	<ul style="list-style-type: none"> <li>• Brookgate Land Ltd – Unsure how periphery barn will access Milton Rd. Shuttlebuses from Park and Ride to NEC, cycle and pedestrian links an option.</li> <li>• Car barn should be flexibly designed to be able to be repurposed in the event of a car-free future.</li> <li>• Enforced via unavailability of car park spaces on site. Financial incentive not to take car space?</li> <li>• Reduces pollution and noise while offering a sensible parking alternative to the reality of car use.</li> <li>• Car parking not the issue. Car use is. Make non-car use &amp; access more attractive to solve.</li> <li>• Car-clubs could manage use and ownership.</li> </ul>
<p>Q23 Car barns (Object)</p>	<ul style="list-style-type: none"> <li>• Storage magnet for criminals.</li> <li>• Another drain on scarce free time.</li> <li>• Better to develop low-cost or free travel via park and ride on far side of A14.</li> </ul>
<p>Q23 Car barns (Comment)</p>	<ul style="list-style-type: none"> <li>• Cambridgeshire County Council – Car barns should only be used to make non-car travel easier and convenient. It is the time of day and level of car use that is the issue, rather than car ownership per se.</li> <li>• U+I Group PLC – Inevitable demands for some on site parking is needed and should be priced accordingly to the end user. A car barn will form part of a wider package of parking solutions.</li> <li>• Trinity College, Cambridge – Car Barns should not be a mandatory rule as technology may render it useless in future. Policy should therefore be flexible.</li> <li>• Yes. An innovative car transport hub (including bus, bike share, car share, car charging) managed through website/phone app has potential to take many cars off streets. Car storage should be easily accessible.</li> </ul>

**Chapter 6: Question 24 (Green Space Provision) – Within the North East Cambridge area green space can be provided in a number of forms including those shown in Options A-E. Which of the Options would you support?**

**Summary of responses to Question 24**

- Respondents – 57 in total to Question 24

Option	Support	Object	Comments
A – Parker’s Piece style	16	1	10
B – Neighbourhood sized spaces	18	1	3
C – Biodiversity/ecological corridors	18	1	3
D – Green fingers across Milton Road	14	1	1
E – Site edges to enhance City setting	14	1	1
F – Links to Milton Country Park & River	16	1	2

**Main issues in representations:**

32573, 32669, 32687, 32738, 32884, 32925, 32951, 33024, 33105, 33371, 32504, 32544, 32706, 32744, 32759, 32798, 32851, 32914, 33156, 33266, 33290, 33330, 33339, 33453, 33471, 33512, 33534, 33577, 36266, 33692, 33718, 33810, NECIO029, NECIO030, NECIO031, NECIO032, NECIO033, NECIO034, NECIO035, NECIO036, NECIO037, NECIO038, NECIO039, NECIO040, NECIO041, NECIO042, NECIO043, NECIO044, NECIO045, NECIO046, NECIO047, NECIO048, NECIO049, NECIO050, NECIO051, NECIO052, NECIO059



**Option A – Green space within the site could be predominately provided through the introduction of a large multi-functional district scale green space. Taking inspiration from Parker's Piece in Cambridge, a new large space will provide flexible space that can be used throughout the year for a wide range of sport, recreation and leisure activities and include a sustainable drainage function. The sustainable drainage element would link into a system developed around the existing First Public Drain and the drainage system in the Science Park. The green space could be further supported by a number of smaller neighbourhood block scale open spaces dispersed across the site.**

- Support - 16
- Object - 1
- Comment – 10

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q 24 Green Space Provision Option A (Support)	<ul style="list-style-type: none"> <li>• Support all options; however, less priority should be given to large scale (Parkers Piece type) in the middle of development.</li> <li>• Need more green architecture/infrastructure to impact positively on carbon reduction targets.</li> <li>• Key point is the more green space provided the better.</li> <li>• Support A as this brings people together and can be used for small or large events.</li> </ul>
Q 24 Green Space Provision Option A (Object)	<ul style="list-style-type: none"> <li>• Object to all options - They will not be kept maintained like most places.</li> </ul>
Q 24 Green Space Provision Option A (Comment)	<ul style="list-style-type: none"> <li>• All green spaces must include equestrian access. Suggest a safe equestrian hitch rail in shopping area.</li> <li>• All urban parks or greenways to be designed with social safety principles such as natural surveillance</li> <li>• Support Option A, in addition there should be green spaces visible everywhere.</li> <li>• A large scale proposal (Option A) is not appropriate for mixed use, would envisage other options.</li> <li>• Natural England advises that this needs to be addressed through a combination of Options A -F to provide strategic high quality, biodiversity-rich multi-functional greenspace. This should seek to meet SANGS standards and be connected through substantial green corridors to open spaces across</li> </ul>

	<p>the site and beyond, including connectivity with Milton Country Park, Waterbeach Greenways and the Chisholm Trail.</p> <ul style="list-style-type: none"> <li>• Anglian Water Services Ltd. - do not have a preference for one or more of the Options presented although request that sustainable drainage systems are provided as an integral part of the design whichever option or options are pursued.</li> <li>• Support a flexible and integrated approach based on the concept of shared/multi-use space. The approach would also have the potential to further enhance the "human connectivity" across the Area Action Plan, across the different developments and therefore reinforce the key community objectives of the Area Action Plan.</li> <li>• All Cambridge commons and green corridors are heavily used for commuting and recreation.</li> <li>• Strong support for all Options – all green space to be controlled by the City Council (not delegated to developers).</li> <li>• Open spaces are essential but should not be barriers to easy movement by pedestrians and cyclists.</li> <li>• Support principle of securing high quality green infrastructure across NEC; however, further studies required before determining how these can be provided.</li> <li>• Peripheral routes around significant green spaces should be multiuser routes to include equestrian provision.</li> <li>• May be difficult to do due to phasing. Experience shows green spaces at a smaller scale are more effective in residential-led schemes to serve the surrounding local community.</li> <li>• Area Action Plan offers the opportunity to enhance the public realm and green spaces of the Science Park, the Area Action Plan area and beyond.</li> <li>• There are lessons to be learnt from Orchard Park, including preserving mature trees and existing habitats that are already on-site as well as enhancing these where possible.</li> </ul>
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**Option B – Green spaces within the site could be provided through a series of green spaces of a neighbourhood scale that will be distributed across the residential areas. These green spaces will also be connected to the green infrastructure network to further encourage walking and cycling. Again, these spaces will include a sustainable drainage function and link into the existing First Public Drain and the Science Park drainage system.**

- Support - 18
- Object - 1
- Comment – 3

Question	Key Issues from Issues and Options consultation 2019
Q 24 Green Space Provision Option B (Support)	<ul style="list-style-type: none"> <li>• Support all options with priority to neighbourhood level schemes connected through green corridors (that are walkable and cyclable) which then connect to the wider green space in Milton Country Park.</li> <li>• Important to give residents some breathing space.</li> </ul>
Q 24 Green Space Provision Option B (Object)	<ul style="list-style-type: none"> <li>• Object to all Options - They will not be kept maintained like most places.</li> </ul>
Q 24 Green Space Provision Option B (Comment)	<ul style="list-style-type: none"> <li>• Support all options - If trade-offs have to be made, would decrease the district scale green space to provide connections and corridors (that are not merely cycle throughways, but are also peaceful walking routes (cycles segregated or taken a different way).</li> <li>• Need for more play equipment in these areas.</li> <li>• Areas need to be well-lit and feel safe.</li> <li>• All green spaces must include equestrian access. Suggest a safe equestrian hitch rail in shopping area.</li> <li>• Community gardens and spaces should be provided to grow food and bring the community together and they should also be provided in places that are accessible to the existing community.</li> <li>• In a high-density environment, green space and biodiversity should be provided in innovative ways like green walls and rooftop open spaces.</li> <li>• All urban parks or greenways to be designed with social safety principles such as natural surveillance.</li> </ul>

	<ul style="list-style-type: none"> <li>• This would have to be appropriately connected for infrastructure purposes</li> <li>• Creating a sense of community supported with open space is important for social cohesion and health.</li> </ul>
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**Option C – Enhanced connections and corridors within and beyond the site to improve the biodiversity and ecological value as well as capturing the essential Cambridge character of green fingers extending into urban areas. These corridors could also be focussed around the green space network and sustainable drainage and would reflect the NPPF net environmental gain requirement.**

- Support - 18
- Object - 1
- Comment – 3

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q 24 Green Space Provision Option C (Support)	<ul style="list-style-type: none"> <li>• Biodiversity &amp; ecological corridors good for humans and wildlife.</li> <li>• Essential to deliver a high quality strategic green infrastructure solution.</li> </ul>
Q 24 Green Space Provision Option C (Object)	<ul style="list-style-type: none"> <li>• Object to all Options - They will not be kept maintained like most places.</li> </ul>
Q 24 Green Space Provision Option C (Comment)	<ul style="list-style-type: none"> <li>• All green spaces must include equestrian access. Suggest a safe equestrian hitch rail in shopping area.</li> <li>• Suggest consultation with local Wildlife Trust re: biodiversity &amp; ecological corridors.</li> <li>• All urban parks or greenways to be designed with social safety principles such as natural surveillance.</li> <li>• Link green spaces to provide habitat for wildlife.</li> <li>• Green corridors will be essential for commuting and for physical and mental health of new residents – these should be generous.</li> <li>• Proper accessibility and connectivity requires appropriate connections to the broader network.</li> <li>• There is the opportunity to improve landscaping, including on the Guided Busway as well as opening</li> </ul>

	up Cowley Road to provide more green space and leisure facilities, including near Cambridge Regional College which could be supported with other uses like retail.
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**Option D – Green fingers to unite both sides of Milton Road and capitalise on the existing green networks.**

- Support - 14
- Object - 1
- Comment – 1

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q 24 Green Space Provision Option D (Support)	<ul style="list-style-type: none"> <li>• Need more green architecture/infrastructure to impact positively on carbon reduction targets</li> <li>• Key point is the more green space provided the better</li> </ul>
Q 24 Green Space Provision Option D (Object)	<ul style="list-style-type: none"> <li>• Object to all Options - They will not be kept maintained like most places.</li> </ul>
Q 24 Green Space Provision Option D (Comment)	<ul style="list-style-type: none"> <li>• All green spaces must include equestrian access. Suggest a safe equestrian hitch rail in shopping area.</li> <li>• All urban parks or greenways to be designed with social safety principles such as natural surveillance.</li> <li>• Link green spaces to provide habitat for wildlife.</li> <li>• Could support this Option, but it will require a review of specific proposals.</li> </ul>

**Option E – Consideration of the site edges – enhancement of the existing structural edge landscape and creating new structural landscape at strategic points within and on the edge of NEC. This would also enhance the setting to the City on this important approach into the City.**

- Support - 14
- Object - 1
- Comment – 1

Question	Key Issues from Issues and Options consultation 2019
Q 24 Green Space Provision Option E (Support)	<ul style="list-style-type: none"> <li>• Need more green architecture/infrastructure to impact positively on carbon reduction targets</li> <li>• Key point is the more green space provided the better</li> <li>• A green wall along the A14 would mitigate the impact of the road.</li> </ul>
Q 24 Green Space Provision Option E (Object)	<ul style="list-style-type: none"> <li>• Object to all options - They will not be kept maintained like most places.</li> </ul>
Q 24 Green Space Provision Option E (Comment)	<ul style="list-style-type: none"> <li>• All green spaces must include equestrian access. Suggest a safe equestrian hitch rail in shopping area.</li> <li>• All urban parks or greenways to be designed with social safety principles such as natural surveillance.</li> <li>• Structured landscape edges can tend to act as buffers which separate parts of a district. Design needs to be taken to prevent reducing the level of perceived or actual connectivity across the district.</li> <li>• The area around Moss Bank should be included within the Area Action Plan to improve its quality as a green space.</li> </ul>

**Option F – Creation of enhanced pedestrian and cycle connectivity to Milton Country Park and the River Cam corridor.**

- Support - 16
- Object - 1
- Comment – 2

Question	Key Issues from Issues and Options consultation 2019
Q 24 Green Space Provision Option F (Support)	<ul style="list-style-type: none"> <li>• Support all options with priority to neighbourhood level schemes connected through green corridors (that are walkable and cyclable) which then connect to the wider green space in Milton Country Park.</li> <li>• Support all options – need more green architecture/infrastructure to impact positively on carbon reduction targets</li> <li>• Key point is the more green space provided the better.</li> </ul>

	<ul style="list-style-type: none"> <li>• A link to Milton Country Park would be fantastic.</li> <li>• Essential to deliver a high quality strategic green infrastructure solution.</li> <li>• Opportunity to provide links under A14 to Milton Country Park and towards the River Cam for both people and biodiversity.</li> </ul>
Q 24 Green Space Provision Option F (Object)	<ul style="list-style-type: none"> <li>• Object to all Options - They will not be kept maintained like most places.</li> </ul>
Q 24 Green Space Provision Option F (Comment)	<ul style="list-style-type: none"> <li>• All green spaces must include equestrian access. Suggest a safe equestrian hitch rail in shopping area.</li> <li>• All urban parks or greenways to be designed with social safety principles such as natural surveillance.</li> <li>• Making a connection to the Country Park and the Cam Corridor is a no brainer.</li> <li>• Access to the Cam must also consider the needs of those living and working east of the railway line.</li> <li>• CPRE supports the use of non-motorised vehicular travel; however the towpath along the River Cam should remain predominately an area for pedestrians and those who wish to enjoy the tranquillity of the river bank and the Fen Rivers Way in a more leisurely and peaceful fashion. Consideration should be given to creating a green fringe between the River Cam towpath and the development.</li> <li>• Milton Country Park is already at capacity and the park's proposed expansion plans should also be within the Area Action Plan area to provide a high-quality sports and recreation facility for the region.</li> </ul>

## Chapter 7 – Question 25 (Non car access)

**As set out in this chapter there are a range of public transport, cycling and walking schemes planned which will improve access to the North East Cambridge area. What other measures should be explored to improve access to this area?**

- Respondents – 97
- Support – 15
- Object - 2

- Comment – 80

**Main issues in representations:**

32545, 32576, 32577, 32760, 32932, 33054, 33106, 33168, 33177, 33184, 33194, 33201, 33211, 33219, 33298, 33313, 33313, 33353, 33410, 33432, 33275, 33483, 33509, 33535, 33693, 33719, 33778, 33784, 33811, 33850, 32589, 32610, 32625, 32642, 32781, 32806, 32885, 32979, 33627, 33501, 33698, NECIO053, NECIO054, NECIO055, NECIO056, NECIO057, NECIO058, NECIO059, NECIO060, NECIO061, NECIO062, NECIO063, NECIO064, NECIO065, NECIO066, NECIO067, NECIO068, NECIO069, NECIO070, NECIO071, NECIO072, NECIO073, NECIO074, NECIO075, NECIO076, NECIO077, NECIO078, NECIO079, NECIO080, NECIO081, NECIO082, NECIO083, NECIO084, NECIO085, NECIO086, NECIO087, NECIO088, NECIO089, NECIO090, NECIO091, NECIO092, NECIO093, NECIO094, NECIO095, NECIO096, NECIO097, NECIO098, NECIO099, NECIO100

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
<p>Q25 Non car access (Support)</p>	<ul style="list-style-type: none"> <li>• Hurst Park Estate Residents Association/Milton Road Residents Association – Need to avoid management by wishful thinking. Ensure plans are realistic. Needs to be explanation of how features are going to work.</li> <li>• U&amp;I Group PLC - Generally support the suggested options for improving public transport, cycling and walking accessibility around NEC. It will be important to ensure that consideration is always given to promoting access beyond the Area Action Plan boundary.</li> <li>• Cycling needs to be planned for coherently and considered county-wide.</li> <li>• Important to protect cycle routes from vehicles and make them safe, accessible and well-lit.</li> <li>• More buses needed at peak times as cycling sometimes not an option.</li> <li>• A walking/cycling bridge alongside the A14 bridge to connect Horningsea and Cambridge.</li> <li>• Close Fen Road level crossing.</li> </ul>



	<ul style="list-style-type: none"> <li>• If you want people to use public transport it needs to be accessible and better value for money.</li> </ul>
<p>Q25 Non car access (Object)</p>	<ul style="list-style-type: none"> <li>• Need clarity and an overarching vision.</li> <li>• Lack of supporting evidence that any of the transport proposals being considered in the Area Action Plan are attainable. Ambition is no substitute for evidence.</li> <li>• Should be new access directly onto A14.</li> </ul>
<p>Q25 Non car access (Comment)</p>	<ul style="list-style-type: none"> <li>• Shelford &amp; District Bridleways Group, Barton &amp; District Bridleways Group – Routes and crossings linking settlements proposed as shared use should include equestrian. Detailed routes are suggested, linking to green infrastructure strategy.</li> <li>• Brookgate Land Ltd - A frequent shuttlebus could be provided. Make better use of Milton P&amp;R, including better cycling facilities.</li> <li>• North Station should be developed as the main hub of train and bus services. Changes should be made to the station and the surrounding area to make it more user friendly and to accommodate extra services.</li> <li>• Should be more bus routes to the station from different areas.</li> <li>• Cycle paths need to be of a high quality. Existing Milton Road crossing isn't too bad.</li> <li>• High quality walking and cycling access from the Milton end of Fen Road to both Chesterton and the NECArea Action Plan area, to safely bypass the level crossing.</li> <li>• Requires a road link over the railway into the new development so existing crossing can be closed.</li> <li>• Why has the Ely to Cambridge Study identified A10 expansion rather than increased rail frequency as the solution? Cars using new dual carriageway will require parking spaces, so findings a contradictory.</li> </ul>

	<ul style="list-style-type: none"> <li>• How will the plans in the Area Action Plan fit with the CAM Metro?</li> <li>• Will cycle paths like those on Milton Rd be able to cope?</li> <li>• What about all the delivery vehicles?</li> <li>• Consider those who cannot walk or cycle e.g. small electric vehicles.</li> <li>• Roads are currently full, so concerned about extra traffic.</li> <li>• How is school access being addressed? With no school, will children need to be bussed across the city?</li> <li>• Priority order of - walking, cycling, bus, train. Cars should not be prioritised.</li> <li>• The existing Guided Busway route provides a high-quality cycling route between CRC and Cambridge North Station, and any new routes going through the site should be of a similar standard. The road junctions close to CRC and the Science Park are dangerous and need to be carefully re-designed.</li> <li>• Support for a new bridge over Milton Road to enable better cross site movements for pedestrians and cyclists.</li> <li>• A new connection from NEC to the Shirley School and health centre on Nuffield Road is needed as well as a route through Bramblefields and Cambridge Business Park onto the Guided Busway. Better crossing points for cyclists are needed across the site and wider area.</li> <li>• Milton Road requires significant improvements to enable better pedestrian and cycling movements across the site. This includes junction improvements and crossing facilities. Milton Road is also already at capacity at peak times and public transport needs to be encouraged to avoid new residents using cars.</li> <li>• Better permeability throughout this area is desirable for residents and cycle segregation should be provided. This includes better connectivity over the River Cam.</li> <li>• Improved surface quality and street lighting on the River Cam towpath would enable people to use this route throughout the day and year. Foot and cycle access could</li> </ul>
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	<p>be created between the river tow path and Milton through the Country Park to avoid Milton Road.</p> <ul style="list-style-type: none"> <li>• Use Mere Way as a busway/cycleway to connect Cambridge Science Park to the Park and Ride.</li> <li>• Public transport should be subsidised to encourage people to use it and could be funded by demand management. Bus services to the Science Park and CRC should be improved as they are at capacity, whilst CRC buses should be allowed to use the Guided Busway to avoid congestion. Buses should run between Orchard Park and Cambridge North Station and local buses should also connect the site to the local area. Bus interchange facilities are required.</li> <li>• Consider adding an alternative access point to the Science Park to relieve congestion on the existing accesses and improve signal sequencing to reduce waiting times. An additional lane into the Science Park is required.</li> <li>• Whilst minimal car use should be encouraged, the needs of elderly people and local businesses needs to be considered.</li> <li>• Open up other connection points from Fen Road over the railway line for industrial traffic.</li> </ul>
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## Chapter 7 – Question 26 (Car usage in North East Cambridge)

**Do you agree that the Area Action Plan should be seeking a very low share of journeys to be made by car compared to other more sustainable means like walking, cycling and public transport to and from, and within the area?**

- Respondents – 40
- Support – 9
- Object - 2
- Comment – 29

### **Main issues in representations:**

32917, 33134, 33234, 33433, 33454, 33502, 33812, 32546, 32592, 32626, 32643, 32688, 32708, 32761, 32780, 32808, 32869, 32886, 32933, 33055, 33157, 33536, 33628, 33720, 32954, 33015

Question	Key Issues from Issues and Options consultation 2019
<p>Q26 Car usage (Support)</p>	<ul style="list-style-type: none"> <li>• Cambridgeshire County Council - There needs to be a step change in car mode share, public transport and non-car access within and outside the area to levels that are more akin to those seen in central London. Sufficient quality in public transport key to this aspiration.</li> <li>• Natural England - A focus on sustainable, non-car travel including cycling, walking and public transport supported.</li> <li>• Milton Road Residents Association/Hurst Park Estate Residents' Association - Difficult to see how there can be other than a minimal bus service unless local government has some control over the service. Lighting important to make walking routes safe.</li> <li>• Brookgate Land Limited - The NEC area as a whole can support a low car parking strategy due to the abundance of other non-car mode options available.</li> <li>• U+I Group PLC - A greater share of non-car modes of travel supported yet note that the concept will need to be accepted by all landowners/occupiers in the Area Action Plan boundary in order for it to be implemented successfully.</li> <li>• It is already a congested area and it is important we improve traffic issues rather than worsen them.</li> <li>• More public transport (buses) are needed to enable this.</li> <li>• Should be done by NOT adding more jobs to Cambridge but redressing the existing imbalance between jobs and residential accommodation.</li> </ul>
<p>Q26 Car usage (Object)</p>	<ul style="list-style-type: none"> <li>• Orchard Street Investment - Milton Road is already very congested at peak hours. Increasing employment and residential development will negatively impact the wider transport network. Low car journey measures should be made clear and subject to public consultation.</li> </ul>

	<ul style="list-style-type: none"> <li>• Provision should be made for car journeys within the area to improve car access to the area east of the railway.</li> </ul>
Q26 Car usage (Comment)	<ul style="list-style-type: none"> <li>• CPRE – Support but, the towpath along the River Cam should remain predominately an area for pedestrians and those who wish to enjoy the tranquillity of the riverbank and the Fen Rivers Way.</li> <li>• Support, but what is the evidence it is attainable?</li> <li>• There should be car pool dedicated parking and sponsorship to discourage ownership.</li> <li>• More consideration needs to be given to the reality of car use.</li> </ul>

## Chapter 7 – Question 27 (Car usage in North East Cambridge)

**Do you have any comments on the highway ‘trip budget’ approach, and how we can reduce the need for people to travel to and within the area by car?**

- Respondents – 26
- Support – 17
- Object - 2
- Comment – 7

### **Main issues in representations:**

32917, 33134, 33234, 33433, 33454, 33502, 33812, 32546, 32592, 32626, 32643, 32688, 32708, 32761, 32780, 32808, 32869, 32886, 32933, 33055, 33157, 33536, 33628, 33720, 32954, 33015

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q27 Trip budget (Support)	<ul style="list-style-type: none"> <li>• Cambridgeshire County Council/U+I Group PLC – Prefer practical highway 'trip budget' approach rather than the traditional approach to achieve aspirations set out in Area Action Plan. However, this approach must be tested to ensure that it is both suitable and realistic, and if</li> </ul>

	<p>implemented, shared and monitored appropriately and managed fairly if/when the trip budget is exceeded.</p> <ul style="list-style-type: none"> <li>• Highway trip budget approach supported but best understood as making the best out of an unsustainable development.</li> <li>• A range of non-car transport modes needed to enable choice and support innovation. For example, increasing capacity on the railway to reduce car dependence and more trains.</li> <li>• Learn from elsewhere, e.g. free shuttle buses for employees.</li> </ul>
<p>Q27 Trip budget (Object)</p>	<ul style="list-style-type: none"> <li>• The traffic from this development is alarming, and each house will own 1 or more cars, with additional visitors.</li> </ul>
<p>Q27 Trip budget (Comment)</p>	<ul style="list-style-type: none"> <li>• Brookgate Land Ltd - A highway 'trip budget' approach is considered to be reasonable as long as it is applied to the NEC as a whole, both the existing science parks and the currently undeveloped (or underdeveloped) areas.</li> <li>• St. John's College, Cambridge – TBA should be applied to existing developments in a sustainable way to encourage a shift to non-car modes. This only achievable with significant investment. A robust and well-funded area-wide Travel Plan should be conducted.</li> <li>• In principle this is a good idea; however, in practice limiting the number of car parking places will not behave linearly in accordance with people's behaviour.</li> <li>• Can only be affective where a proper system of public transport is in place.</li> <li>• Do not add to jobs, but address imbalance with homes.</li> </ul>

## Chapter 7 – Question 28 (Car parking)

**Do you agree that car parking associated with new developments should be low, and we should take the opportunity to reduce car parking in existing developments (alongside the other measures to improve access by means other than the car)?**

- Respondents – 22
- Support – 11
- Object - 3
- Comment – 8

### **Main issues in representations:**

32919, 33176, 33287, 33435, 33562, 33814, 32547, 32605, 32689, 32782, 32937, 33025, 33057, 33538, 33630, 33722, 33770, 32710, 33016, 33373, NECIO101, NECIO098

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q28 Car parking (Support)	<ul style="list-style-type: none"><li>• Cambridgeshire County Council - Parking policy is directly linked to number of trips generated and put onto the external highway network. Given constraints on the highway network surrounding and through the Area Action Plan area, this is fundamental to making the development acceptable in transport terms.</li><li>• Veolia/Ridgeons Timber and Builders Merchants and Turnstone Estates - Non-car modes of travel are supported, but also consider business needs for Veolia and car space requirements for deliveries/customers.</li><li>• Brookgate Land Ltd - More restrictive car parking standards supported across the whole area to reflect the highly sustainable location. Priority should be given to zero or low parking schemes, electric cars and car clubs as maintaining existing parking levels is not acceptable. Transport modelling work will assist in achieving this.</li></ul>

	<ul style="list-style-type: none"> <li>• There should be energetic promotion of cycling schemes, car clubs and other pay as you go opportunities to change the underlying culture of urban transport.</li> <li>• Improving non-car access from villages outside Cambridge is vital.</li> <li>• Parking should be underground, especially in residential developments.</li> </ul>
Q28 Car parking (Object)	<ul style="list-style-type: none"> <li>• Orchard Street Investment - Reduction to existing car parking provision for existing developments, especially those associated with business uses is not supported as car spaces are essential for business operations, especially when public transport is not available.</li> <li>• This can only be affective where a proper system of public transport is in place. The integration of the Area Action Plan with a tramway or CAM is an essential prerequisite.</li> <li>• Adequate car parking MUST be provided for residents to keep their car next to their home. Failure to do this results in overspill parking to the nearest alternative area.</li> </ul>
Q28 Car parking (Comment)	<ul style="list-style-type: none"> <li>• Site should be made permeable to public transport rather than cars, with more stops to make the area accessible.</li> <li>• Site should make provision very short-term parking (drop-off) at Cambridge North Station. Ensure route to station is kept clear.</li> <li>• Transport to be on time and more spaces.</li> </ul>

## Chapter 7 – Question 29 (Cycle parking)

**Do you agree that we should require high levels of cycle parking from new developments?**

- Respondents – 20
- Support – 18
- Object - 1
- Comment – 1



**Main issues in representations:**

33815, 32548, 32690, 32711, 32763, 32783, 32871, 32887, 32921, 32938, 32956, 33026, 33058, 33082, 33374, 33436, 33537, 33631, 33723, 33250

Question	Key Issues from Issues and Options consultation 2019
Q29 Cycle parking (Support)	<ul style="list-style-type: none"> <li>• Cambridgeshire County Council/Brookgate Land Ltd – To be sustainable, a significant proportion of trips will need to be undertaken by bike, so connectivity will be critical as will be high levels of cycle parking to make trips as easy and seamless as possible.</li> <li>• U+I Group PLC - This approach will be supported by the new cycling infrastructure that is planned for Cambridge. Workplaces can provide showers, changing facilities and lockers to encourage staff to cycle into work.</li> <li>• Railfuture East Anglia – Yes.</li> <li>• Highly depends on the design, quality and capacity of these cycle parking facilities and routes. Ease and convenience key.</li> <li>• Set at aspirational levels (e.g. as seen in Netherlands or Denmark).</li> <li>• ‘Enable’ not ‘require’ in wording – people respect choice.</li> </ul>
Q29 Cycle parking (Object)	<ul style="list-style-type: none"> <li>• St. Johns College, Cambridge - New developments should provide cycle parking but 'high level' is not the correct wording. More relevant to require 'appropriate levels' of cycle parking as significant over provision is not appropriate in every circumstance.</li> </ul>
Q29 Cycle parking (Comment)	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge - Include percentages of cycle parking suitable for larger cycles such as box bikes, tricycles, and adapted cycles. Not multi-tier systems. Ensure they are appropriately secured.</li> </ul>

## Chapter 7 – Question 30 (Cycle parking)

### Should we look at innovative solutions to high volume cycle storage both within private development as well as in public areas?

- Respondents – 15
- Support – 6
- Object - 7
- Comment – 2

#### Main issues in representations:

32549, 32872, 32873, 32923, 33632, 33724, 33816, 32691, 32940, 33059, 33375, 33437, 33539, 32712, 32784

Question	Key Issues from Issues and Options consultation 2019
Q30 Cycle parking – innovative solutions (Support)	<ul style="list-style-type: none"> <li>• Please bear in mind that the current cycle parking solution with two racks on top of each other is not friendly to women and older people. This will inevitably lead people to prefer using their car.</li> </ul>
Q30 Cycle parking – innovative solutions (Object)	<ul style="list-style-type: none"> <li>• Most high-volume cycle parking solutions are not suitable due to design and capabilities. The development should adopt the Cycle Parking Guide SPD from Cambridge City Council or any successor document.</li> </ul>
Q30 Cycle parking – innovative solutions (Comment)	<ul style="list-style-type: none"> <li>• Brookgate Land Ltd – High density requires equally ample cycle parking and should be the norm for commercial and residential developments in the NEC.</li> <li>• U+I Group PLC – Innovative storage solutions should be explored as part of further capacity testing, master planning and detailed design enabling cycle parking to be integrated appropriately into the public realm. Provision should also be made for dockless bikes so that they are not left in inconsiderate locations.</li> </ul>

	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge - Support clustered parking for efficient land use and preventing cluttered sprawl.</li> <li>• Make it easy for people to store bikes in their homes.</li> </ul>
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## Chapter 7 – Question 31 (Cycle parking)

**What additional factors should we also be considering to encourage cycle use (e.g. requiring new office buildings to include secure cycle parking, shower facilities and lockers)?**

- Respondents – 19
- Support – 6
- Object - 1
- Comment – 12

### **Main issues in representations:**

32785, 32877, 33060, 33083, 33100, 33328, 33438, 33633, 33725, 33817, 32713, 32888, 32926, 32943, 32958, 33540, 32692, NECIO102, NECIO103

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q31 Encouraging cycling (Support)	<ul style="list-style-type: none"> <li>• Railfuture East Anglia – Support.</li> <li>• Offices should provide secure cycle parking, shower facilities and lockers.</li> <li>• Pool bikes for business use (meetings etc), bike shops and repair places within the area, cargo bikes for business deliveries.</li> <li>• Facilities for cyclists e.g. drying rooms rather than just lockers.</li> <li>• Make cycle network easy to use, and prominent, with good interaction with public transport.</li> </ul>

<p>Q31 Encouraging cycling  (Object)</p>	<ul style="list-style-type: none"> <li>• Lockers attract crime and harbour smells and dirt.</li> <li>• Not a good use of resources.</li> </ul>
<p>Q31 Encouraging cycling  (Comment)</p>	<ul style="list-style-type: none"> <li>• Cambridgeshire County Council – Welcomes any planning mechanisms that encourage cycling.</li> <li>• Brookgate Land Ltd/Trinity College, Cambridge - Convenient and secure cycle parking with showers and lockers welcomed. Charging points for electric bike should also be considered.</li> <li>• U+I Group PLC - Support convenient, covered, secure cycle storage, showers and lockers at basement/ground floor level or within easy access of lifts capable of transferring bikes between levels. To minimise conflict, consider segregated access for cyclists from pedestrians and vehicles accessing buildings.</li> <li>• Must be safe, comfortable and attractive with well-defined and connected routes facing residential and business uses. In short, cycling should be an obvious choice.</li> <li>• This is successful on the biomedical campus and reinforces a cycling culture.</li> <li>• Homes and offices should be able to store multiple bikes, including those outside the standard design (assistance tricycles / cargo trailers / Child seats etc). These should be easily accessible to all and useable in all weathers. Offices should also provide showers.</li> <li>• Planners need to review what went wrong with the "secure by design" approach and learn from their mistakes.</li> <li>• Cycle parking at Cambridge North Station is not secure and more is needed.</li> </ul>

## Chapter 7 – Question 32 (Innovative approaches to movement)

How do we design and plan for a place that makes the best use of current technologies and is also future proofed to respond to changing technologies over time?

- Respondents – 13
- Support – 1
- Object - 0
- Comment – 12

### Main issues in representations:

32550, 33027, 33061, 33300, 33439, 33541, 33578, 33634, 33698, 33726, 32787, 33818, 32950

Question	Key Issues from Issues and Options consultation 2019
Q32 New technologies (Support)	<ul style="list-style-type: none"> <li>• The area should have excellent access and technological integration so that users find it easy to switch between modes.</li> <li>• Public transport stops should have the highest quality information about related routes. Buses should be single-ticket and cashless. Buses could also hold bikes.</li> </ul>
Q32 New technologies (Comment)	<ul style="list-style-type: none"> <li>• Brookgate Land Ltd - The CGB corridor has the potential for early delivery of a rapid transport, autonomous vehicle shuttle between Cambridge North Station, the Science Park and Cambridge Regional College.</li> <li>• U+I Group PLC - Options that encompass energy strategies, form and fabric, building services and energy generation and supply welcomed.</li> <li>• Shelford &amp; District Bridleways Group – Sustainable transport includes horse riding.</li> <li>• Cambridge Past, Present &amp; Future – Need flexibility to ensure changes in trends to housing needs and size of commercial properties.</li> </ul>

	<ul style="list-style-type: none"> <li>• Railfuture East Anglia – Route(s) should be protected for emerging light rail (or other similar technology) networks.</li> <li>• Cambridgeshire County Council – No comment can be made until all transport evidence is compiled and analysed.</li> <li>• Trinity College, Cambridge – Flexibility in policy will allow for changes in future. Overly prescriptive policy will stifle innovation.</li> <li>• Transport is not about fancy technology but offering a safe and convenient space that people want to use. This human-centred approach will enable identification and procurement of best in class future-proof technologies.</li> <li>• Make technologies ‘pay as you go’. Capital equipment should be earning its keep rather than standing idle.</li> <li>• Design in the possibility for repurposing of infrastructure (at least that infrastructure most subject to significant changes in societal attitudes - most likely transport related infrastructure).</li> </ul>
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### Chapter 7 – Question 33 (Linking the station to the Science Park)

#### What sort of innovative measures could be used to improve links between the Cambridge North Station and destinations like the Science Park?

- Respondents – 18
- Support – 1
- Object - 0
- Comment – 17

#### Main issues in representations:

32693, 32765, 32788, 33062, 33104, 33126, 33376, 33440, 33542, 33635, 33695, 33727, 33781, 33819, 32952, NECIO104, NECIO105, NECIO057

Question	Key Issues from Issues and Options consultation 2019
Q33 Linking station to Science Park (Support)	<ul style="list-style-type: none"> <li>• Regular and cheap busway links, good cycle hire schemes (with hubs at the station and in the business areas). On-demand transport for those with low mobility.</li> </ul>
Q33 Linking station to Science Park (Object)	<ul style="list-style-type: none"> <li>• Autonomous vehicles and Uber-like services should be discouraged in order to create an area that more successfully prioritises active travel modes and doesn't create additional conflicts for those on bike or foot.</li> </ul>
Q33 Linking station to Science Park (Comment)	<ul style="list-style-type: none"> <li>• Brookgate Land Ltd. – Links between Cambridge North Station and CSP could be addressed via a frequent shuttle bus, pedestrian and cycle connectively across Milton Road and better 'wayfinding' to encourage walking and cycling.</li> <li>• U+I Group - Unlikely that an at grade crossing can be located to link the Science Park with the station due to capacity constraints on Milton Road. May be overcome with a well-designed overpass and micro mobility solutions to unify connectivity the area.</li> <li>• Shelford &amp; District Bridleways Group - Obvious linking opportunities are Guided Bus bridleways. Public money should be spent to benefit the widest range of users</li> <li>• Railfuture East Anglia - Autonomous vehicles running at frequent intervals between North Station and CSP.</li> <li>• Cambridgeshire County Council – Forthcoming transport evidence will inform our position on this matter.</li> <li>• Free shuttle/minibus from North Station to CSP that can use busway.</li> <li>• Long term: move businesses closer to North Station. Short term: safe streets with activity.</li> <li>• Off-road space between destinations can be used to trial innovations.</li> </ul>

	<ul style="list-style-type: none"> <li>• Not just busway; consider trams and CAMS, low cost scooters, autonomous vehicles.</li> <li>• More very short stay spaces (15 minutes) at North Station.</li> <li>• Avoid creating bottle necks between Milton Road the Station Area and in particular avoiding the poor design of the approach to Cambridge Central Station.</li> <li>• Think this would be addressed by the cut-through beneath Milton Road or bridges over Milton Road.</li> <li>• Bus link is needed crossing site and to wider area, including outside peak times.</li> <li>• The Guided Busway and associated combined cycle/footpath are already the main thoroughfare for cyclists entering the CSP from Central/East Cambridge as well as from Cambridge North Rail station. However, the traffic management around the Milton Road junction is far from optimal with long waiting times for cyclists/pedestrians for the traffic lights to change. A diagonal fly-over for cyclists (including perhaps for pedestrians) connecting the two Busway Cycle/footpaths would improve access and encourage further commuter-based cycling to CSP.</li> </ul>
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## Chapter 8 – Question 34 (Types of employment space)

**Are there specific types of employment spaces that we should seek to support in this area?**

- Respondents – 12
- Support – 5
- Object - 1
- Comment – 6

**Main issues in representations:**

32578, 33017, 33546, 33636, 33728, 33820, 32593, 32627, 32644, 33282, 33251, NECIO106



Question	Key Issues from Issues and Options consultation 2019
<p>Q34 Types of employment space (Support)</p>	<ul style="list-style-type: none"> <li>• Hurst Park Residents Association/Milton Road Residents Association - Danger offer will be expensive small shops. Low rents/short leases controlled by Council may alleviate.</li> <li>• The Crown Estate - Supports a wide range of employment uses, including 'hybrid' buildings to foster potential closer integration between uses within sites and across the Area Action Plan area as a whole. Flexibility will allow likely changes in working practices, the live - work balance and align with vision for sustainability and innovation.</li> <li>• Site should include high quality business space for small to medium business in the area.</li> </ul>
<p>Q34 Types of employment space (Objectt)</p>	<ul style="list-style-type: none"> <li>• St John's College, Cambridge – The Area Action Plan is not the function to determine exact types of employment space as the local authority is limited in position to assess market demand and commercial trends in the same way that landowners' advisors are.</li> </ul>
<p>Q34 Types of employment space (Comment)</p>	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge – Employment space should be strictly science and technology based to promote a strong identity. Complimentary uses would weaken brand.</li> <li>• Brookgate Land Ltd - A combination of commercial and residential uses, including offices and R &amp; D uses supported. All being informed by both market conditions and successful place-making.</li> <li>• U+I Group - The internationally recognised innovative-identity of the science/business parks must be fully harnessed to encourage complementary industries and optimise further employment opportunities. However, policy limitations should not be imposed that unduly restrict any particular use at this stage.</li> <li>• Orchard Street Investment Management - The current Action Plan area has a good mix of employment spaces including industrial. There is a need to ensure that the</li> </ul>

	<p>promoted uses offer a wide range of employment spaces to ensure that there is long-term flexibility in the future.</p> <ul style="list-style-type: none"> <li>• Need more consultation on how jobs will be reconciled with residents. Do not see how this fit can be engineered by the developers.</li> <li>• The failure to deliver industrial uses on Orchard Park suggest a similar fate could happen to this development, even though there is a distinct need for industrial space within three miles of Cambridge.</li> <li>• Development should be flexible and allow for people to work close to where they live.</li> </ul>
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**Chapter 8: Question 35 (Types of Employment Space) – With regard to types of employment space, should the plan require delivery of Options A to E?**

**Summary of responses to Question 35**

- Respondents – 10 in total to Question 35

Option	Support	Object	Comments
A – Flexible range of units	6	1	2
B – Specialist uses	5	1	-
C – Hybrid buildings	5	1	-
D – Shared social spaces	4	-	1
E – Other suggestions	-	-	5

**Main issues in representations:**

32714, 32852, 33019, 33113, 33729, 33821, 32889, 32953, 33262, 33637

**Option A – A flexible range of unit types and sizes, including for start-ups and Small and Medium Sized Enterprises (SMEs).**

- Support - 6
- Object - 1
- Comment – 2

Question	Key Issues from Issues and Options consultation 2019
Q35 Types of Employment Space Option A – Flexible range of units (Support)	<ul style="list-style-type: none"> <li>• Particularly support Option A - as a small business have found that the supply of small business office space is relatively low.</li> <li>• The site should be made an attractive option for those looking for a location for any significant scientific instruments or facilities which may be used by others in the area/city/region.</li> </ul>
Q35 Types of Employment Space Option A – Flexible range of units (Object)	<ul style="list-style-type: none"> <li>• New primary employment should not be provided in this area, instead pure residential and local shopping/amenities are needed to redress the massive current imbalance of employment over residential provision in Cambridge.</li> </ul>
Q35 Types of Employment Space Option A – Flexible range of units (Comment)	<ul style="list-style-type: none"> <li>• St John's Innovation Centre was constructed to specifically provide for a dynamic and supportive environment to accelerate the high number of innovative firms within the Cambridge region. In its wider role the park is seeking to ensure that move on space for those firms is available and consequently it is important that there are a range of spaces for that move.</li> <li>• Support Option A with the inclusion of corporate headquarters.</li> </ul>

**Option B – Specialist uses like commercial laboratory space.**

- Support - 5
- Object - 1
- Comment – 0

Question	Key Issues from Issues and Options consultation 2019
Q35 Types of Employment Space Option B – Specialist Uses (Support)	<ul style="list-style-type: none"> <li>• Support all Options.</li> </ul>
Q35 Types of Employment Space Option B – Specialist Uses (Object)	<ul style="list-style-type: none"> <li>• No - pure residential and local shopping/amenities are needed to redress the massive current imbalance of employment over residential provision in Cambridge.</li> </ul>

**Option C – Hybrid buildings capable of a mix of uses, incorporating offices and manufacturing uses.**

- Support - 5
- Object - 1
- Comment – 0

Question	Key Issues from Issues and Options consultation 2019
Q35 Types of Employment Space Option C – Hybrid Buildings (Support)	<ul style="list-style-type: none"> <li>• Support all Options.</li> </ul>
Q35 Types of Employment Space Option C – Hybrid Buildings (Object)	<ul style="list-style-type: none"> <li>• No - pure residential and local shopping/amenities are needed to redress the massive current imbalance of employment over residential provision in Cambridge.</li> </ul>

**Option D – Shared social spaces, for example central hubs, cafes.**

- Support - 4

- Object - 0
- Comment – 1

Question	Key Issues from Issues and Options consultation 2019
Q35 Types of Employment Space Option D – Shared Social Spaces (Support)	<ul style="list-style-type: none"> <li>• Yes, as this is what is needed to make a residential area a success.</li> <li>• Support all Options.</li> </ul>
Q35 Types of Employment Space Option D – Shared Social Spaces (Comment)	<ul style="list-style-type: none"> <li>• Consider what community space is required by a community of high-tech businesses e.g. conference space, lecture/presentation rooms, meeting space etc.</li> </ul>

**Option E – Others (please specify).**

- Support - 0
- Object - 0
- Comment – 5

Question	Key Issues from Issues and Options consultation 2019
Q35 Types of Employment Space Option E – Other Employment Spaces (Comment)	<ul style="list-style-type: none"> <li>• Plan should require provision of community buildings, including a church.</li> <li>• Support proposed mix of employment uses; however, survey required of existing provision on land to east of Milton Road and current occupiers to ensure that any future development does not prejudice the ability of current businesses to continue to be successful.</li> <li>• Support all suggested Options and suggest these be equally applied to proposals for meanwhile/worthwhile uses, in order to optimise economic development benefits &amp; promote innovation at earlier stages of development process at NEC.</li> <li>• The policy framework should be flexible to allow for such developments. Bespoke solutions to maximise economic and employment benefits should therefore be secured as</li> </ul>

	<p>part of individual applications rather than through a generic and inflexible policy approach.</p> <ul style="list-style-type: none"> <li>The policy framework should be flexible to allow for such developments. Policy should not try and restrict the market, but rather be focussed on achieving the overarching aim to create high-quality place underpinned by the Science and Technology cluster.</li> </ul>
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**Chapter 8: Question 36 (Approach to Industrial Uses) – Which approach (A or B) should the Area Action Plan take to existing industrial uses in the North East Cambridge area?**

**Summary of responses to Question 36**

- Respondents – 11 in total to Question 36

Option	Support	Object	Comments
A – Relocate industrial uses	3	-	2
B – Support as part of Mixed-use district	5	-	2

**Main issues in representations:**

32551, 32715, 32766, 32955, 33029, 33464, 33563, 33638, 33771, 33780, 33823

**Option A – Seek to relocate industrial uses away from the North East Cambridge area**

- Support - 3
- Object - 0
- Comment – 2

Question	Key Issues from Issues and Options consultation 2019
Q36 Approach to Industrial Uses Option A – Relocate	<ul style="list-style-type: none"> <li>A is vastly better. Industrial uses should be relocated to places where there is already an excess of residential over employment provision, in order to reduce need to travel.</li> <li>Many current industrial uses should be relocated elsewhere, although some uses, such as the bus depot,</li> </ul>

<p>uses away from NEC (Support)</p>	<p>may need to stay in the area in order to support other needs of the city. Strongly support the redevelopment of the Nuffield Road Industrial estate as there are too many HGVs accessing this residential area along a road with a school and health centre.</p> <ul style="list-style-type: none"> <li>• Employment space should be within the Science and Technology sector. Other B Class employment could be located elsewhere in and around the City. To achieve a world-class Innovation District, it needs a strong brand and identity, having too many non-complimentary uses would weaken that brand when seen in a competitive global market.</li> </ul>
<p>Q36 Approach to Industrial Uses Option A – Relocate uses away from NEC (Comment)</p>	<ul style="list-style-type: none"> <li>• Environment Agency - no apparent substantive consideration of the issues, options and impacts of relocating Milton WRC. This is 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.</li> <li>• Whilst the prospect of utilising some of the site for industrial use has not been discounted, justification for the need and location of such uses will need to be carefully considered. A greater understanding of industrial need is required, and in particular how essential it is for certain businesses to be in Cambridge. Existing businesses where there is not a demonstrable need to be in Cambridge relocation options should be considered.</li> </ul>

**Option B – Seek innovative approaches to supporting uses on site as part of a mixed-use City District?**

- Support - 5
- Object - 0
- Comment – 2

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
<p>Q36 Approach to Industrial Uses Option B – Support as part of Mixed-</p>	<ul style="list-style-type: none"> <li>• Seek ways to integrate those industries onto the site, keeping the employment near the residential areas to make walking and cycling to work much more possible.</li> <li>• Cambridge needs to provide jobs for a wide mix of residents with a variety of skill sets. Currently this area, including the Science Park is able to accommodate a variety of business uses, including industrial, some of</li> </ul>

Use District (Support)	<p>which complement one another. There are very few examples of this type of provision within the City and to lose all industrial uses in this location would not only alter the character of the area significantly but would also alienate a large proportion of the local workforce.</p> <ul style="list-style-type: none"> <li>Existing businesses within Nuffield Road Industrial Estate and Trinity Hall Farm Industrial Estate area are important to the Cambridge economy. If the uses are to remain in situ, careful consideration does need to be given to the compatibility with adjoining uses such as residential. Ridgeons needs to be located within Cambridge and is an important business for the Cambridge Sub-region.</li> <li>The Veolia operation needs to be located within Cambridge and provides an invaluable service to a wide range of Cambridge businesses.</li> <li>Keen to see light industrial units included as there is a shortage of this in Cambridge. Places like St John's Innovation Centre are fully occupied by small, thriving companies. Also keen to see developments where people can work close to where they live.</li> </ul>
Q36 Approach to Industrial Uses Option B – Support as part of Mixed-Use District (Comment)	<ul style="list-style-type: none"> <li>Would not wish to see either of the examples in the pictures below this question being built in Cambridge.</li> <li>There may be scope to incorporate industrial (i.e. b1c) accommodation within a mixed-use development. This might, for instance, include ground floor workshops/maker spaces where noise, odour, other forms of pollution, and type of deliveries will not give rise to unacceptable living conditions for neighbouring properties.</li> </ul>

## Chapter 8 – Question 37 (Approach to industrial uses)

### Are there particular uses that should be retained in the area or moved elsewhere?

- Respondents – 16
- Support – 0
- Object - 6
- Comment – 10

### Main issues in representations:

32552, 32957, 33377, 33564, 33639, 33772, 33822, 33186, 33203, 33221, 33315, 33412, 33485, NECIO107, NECIO108, NECIO109



Question	Key Issues from Issues and Options consultation 2019
Q37 Industrial uses (Object)	<ul style="list-style-type: none"> <li>• Specifically, do not wish to have existing business sites pushed out of the area, as their location allows them to thrive.</li> </ul>
Q37 Industrial uses (Comment)	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge – To strengthen and retain the strong innovative identity, uses should remain with the science and technology sector with ancillary uses only as a support function.</li> <li>• U+I Group - See response to question 36. The Area Action Plan should set out the strategy for determining the needs of individual businesses (and whether there is an operational imperative to be closely related to Cambridge, and how the relocation of existing industrial uses can be appropriately implemented).</li> <li>• Veolia and Turnstone Estates/Ridgeons Timber &amp; Builders Merchants &amp; Turnstone Estates – Our business location is integral to its operation. If the industrial uses are to remain in situ, careful consideration does need to be given to the compatibility with adjoining uses such as residential.</li> <li>• Railway sidings should be retained for future needs.</li> <li>• Any sites with heavy industrial traffic should be moved elsewhere.</li> <li>• Smaller businesses with less need for use of motor traffic should stay or be moved next to the A14, facilitated by a new road connecting Milton Road to the A14 junction.</li> <li>• The bus depot may need to stay but should be redesigned (and the buses should be low-carbon, cleaner models).</li> <li>• If industrial uses remain on the site create a new access directly to Milton Road and remove access for HGV traffic away from Green End Road/ Nuffield Road. This will improve pedestrian safety and reduce HGV journey times.</li> </ul>

## Chapter 9 – Question 38 (Housing mix)

### Should the Area Action Plan require a mix of dwelling sizes and in particular, some family sized housing?

- Respondents – 20
- Support – 8
- Object - 1
- Comment – 11

#### Main issues in representations:

32594, 32628, 32645, 32694, 32767, 32927, 33119, 33579, 33640, 33824, 32553, 32575, 32854, 32959, 33108, 33378, 33730, 32716, NECIO110, NECIO111

Question	Key Issues from Issues and Options consultation 2019
Q38 Housing mix (Support)	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge – Support this approach.</li> <li>• Brookgate Land Ltd – A mix of dwelling sizes including purpose built private rented sector housing supported to enable amount and variety of land to come forward as per government objectives to meet diverse needs.</li> <li>• Crime Prevention Design Team Cambridgeshire – Ask to be part of project advising on designing out crime in regard to all types of housing, especially affordable and key worker accommodation.</li> <li>• A mix of sizes and family units is essential to achieve a balanced stable community. Affordable family housing is in short supply in the area, as are local employment opportunities. A mix will rebalance.</li> </ul>
Q38 Housing mix (Object)	<ul style="list-style-type: none"> <li>• Provision of a mix of dwelling sizes is appropriate but limited to a maximum of one family overlying each area of ground, i.e. NOT multi storey blocks of flats.</li> </ul>
Q38 Housing mix	<ul style="list-style-type: none"> <li>• U+I Group PLC – Due to density and resident base, traditional approaches to housing in Cambridge are unlikely to be appropriate. A much wider market but</li> </ul>

(Comment)	<p>smaller housing is needed. Demand, market trend and viability will direct final policy.</p> <ul style="list-style-type: none"> <li>• Cambridge Past, Present &amp; Future - Flexibility needed in policy to ensure changes in trends to housing and size of commercial properties can be accommodated.</li> <li>• Milton Road Residents' Association and Hurst Park Estate Residents' Association – Scale is underplayed in the proposals and the resulting mix will produce a range of issues that need to be addressed prior to development.</li> <li>• Housing provision should be matched to existing and future employees as live-and-work area aspirations have significant weight. Small, cheap, properties may be attractive to, and provide an affordable option for some workers in the area.</li> <li>• Cambridge has plenty of flats. Family sized housing is essential!</li> <li>• Intensification will prevent sprawl.</li> <li>• The Area Action Plan should provide a mix of housing types and tenures over the site, and the provision of outdoor space.</li> </ul>
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### Chapter 9 – Question 39 (Housing mix)

**Should the Area Action Plan seek provision for housing for essential local workers and/or specific housing provided by employers (i.e. tethered accommodation outside of any affordable housing contribution)?**

- Respondents – 12
- Support – 9
- Object - 0
- Comment – 3

#### **Main issues in representations:**

33165, 33580, 33825, 32554, 32574, 32717, 32928, 32961, 33109, 33379, 33641, 33252

Question	Key Issues from Issues and Options consultation 2019
<p>Q39 Essential worker housing (Support)</p>	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge – Living and working in one place is supported but unclear at this stage if this should be tethered.</li> <li>• U+I Group PLC – Due to density and resident base, traditional approaches to housing in Cambridge are unlikely to be appropriate. A much wider market but smaller housing is needed. Demand, market trend and viability will direct final policy.</li> <li>• Crime Prevention Design Team Cambridgeshire – Ask to be part of project advising on designing out crime in regard to all types of housing, especially affordable and key worker accommodation.</li> <li>• Absolutely vital and should be adhered to and enforced. Will encourage low levels of car ownership / use and commuting. No side deals for substitution with student accommodation etc.</li> </ul>
<p>Q39 Essential worker housing (Object)</p>	<ul style="list-style-type: none"> <li>• St. John's College, Cambridge - It would be extremely difficult to deliver this. A housing developer would resist restrictions on occupancy as it would affect viability and ability to sell on the open market.</li> </ul>
<p>Q39 Essential worker housing (Comment)</p>	<ul style="list-style-type: none"> <li>• Cambridge Past, Present &amp; Future - New developments should be required to ensure a percentage of residential units is made available to keyworkers. These include primary (office staff) and ancillary (cleaners, etc.). This also prevents long commutes and affordability issues.</li> </ul>

## Chapter 9 – Question 40 (Affordable Housing)

**Should the Area Action Plan require 40% of housing to be affordable, including a mix of affordable housing tenures, subject to viability?**

- Respondents – 22
- Support – 11
- Object - 2
- Comment – 9

### Main issues in representations:

33135, 33351, 33513, 33547, 33642, 33731, 33785, 33826, 33851, 32555, 32595, 32629, 32646, 32718, 32855, 32930, 32960, 32962, 33111, 33380, 32891, 33581

Question	Key Issues from Issues and Options consultation 2019
Q40 Affordable housing (Support)	<ul style="list-style-type: none"> <li>• Trinity College Cambridge- Matter for landowner and Council, but broadly supported as will ultimately reduce congestion.</li> <li>• Milton Road Residents' Association / Hurst Park Estate Residents' Association – Need genuinely affordable housing, not based on the official definition.</li> <li>• Absolutely vital and should be adhered to and enforced. No side deals for substitution with student housing/developers etc. Delete 'subject to viability' as can be argued.</li> <li>• Affordable housing is key to the socio-economically inclusive vision.</li> </ul>
Q40 Affordable housing (Object)	<ul style="list-style-type: none"> <li>• Cambridge, Past, Present &amp; Future – An increase from 40% to 50% of affordable units more appropriate, including a wider mix of tenancy options and sizes of units. This must be confirmed before construction as uncertainty of budgets and costings allow 'viability' to be argued.</li> </ul>

	<ul style="list-style-type: none"> <li>• Support the overall principle but danger of creating a deprived 'affordability zone'. Affordability should be spread out evenly.</li> </ul>
<p>Q40 Affordable housing (Comment)</p>	<ul style="list-style-type: none"> <li>• Brookgate Land Ltd – Subject to viability testing, the 40% requirement should be applied to the NEC Area Action Plan as a whole. Consideration should however be given to certain developments where a different approach may be required, such as discounted market rents, off-site contributions toward affordable housing provision etc. The details of this must be set out in the Section 106.</li> <li>• U+I Group – Affordable mixed-tenure homes will address the chronic shortfall of affordable housing in South Cambridgeshire and Cambridge City and create balanced communities. However, policy must be flexible to meet viability challenges.</li> <li>• There is far too much detail presented here and no overarching vision that takes us through to 2050. Please put one simple document forward for consultation that expresses How North East Cambridge sets new standards for social/affordable housing schemes.</li> <li>• Truly affordable housing, with adequate infrastructure for health, schools, shops.</li> <li>• Only support proposal if there is a higher proportion of social/council rent level and affordable (this definition needs re-defining at a national level) housing to ease the local housing waiting list.</li> </ul>

## Chapter 9 – Question 41 (Affordable Housing)

### Should an element of the affordable housing provision be targeted at essential local workers?

- Respondents – 12
- Support – 8
- Object - 0
- Comment – 4

**Main issues in representations:**

33136, 33301, 33582, 33827, 32556, 32719, 32856, 32963, 33112, 33381, 33643, NECIO112

Question	Key Issues from Issues and Options consultation 2019
<p>Q41 Affordable housing – essential workers (Support)</p>	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge – Success of NEC aspiration will be greater if people do live and work in the locality. Whether this needs to be allocated key worker housing is not yet clear.</li> <li>• U+I Group - Generally support this suggestion, but require a more detailed understanding of housing and employment need/demand in the area before commenting on keyworker policy.</li> <li>• Absolutely vital and should be adhered to and enforced. No side deals for substitution with student let/developer 'viability' etc.</li> <li>• An important part of making the area socially equitable.</li> <li>• The site should provide a variety of tenures to increase affordability particularly for key workers.</li> </ul>
<p>Q41 Affordable housing – essential workers (Comment)</p>	<ul style="list-style-type: none"> <li>• Cambridge, Past, Present &amp; Future - Affordable keyworker homes will address the chronic shortfall of affordable housing in South Cambridgeshire and Cambridge City and create balanced communities. However, policy must be flexible to meet viability challenges.</li> <li>• Who will live there? Will the places be affordable to shop staff and cleaners, or will they only be affordable to software engineers at the Science Park?</li> <li>• Support this proposal in principle, but only if there is a higher proportion of keyworker provision. We do not need another London 'commuter community' where people contribute nothing to the local economy and block accommodation from those in need locally.</li> </ul>

## Chapter 9 – Question 42 (Custom Build Housing)

### Should the Area Action Plan require a proportion of development to provide custom build opportunities?

- Respondents – 6
- Support – 2
- Object - 1
- Comment – 3

#### Main issues in representations:

32557, 33583, 33644, 32857, 32964, 32695

Question	Key Issues from Issues and Options consultation 2019
Q42 Custom Build Housing (Support)	<ul style="list-style-type: none"> <li>• Yes, this would support the innovative aims of the area, but there should be effective monitoring of the designs (e.g. new houses should be low, ideally zero carbon).</li> <li>• Yes. Individuals are much better able to provide variety and interest than are large scale developers.</li> </ul>
Q42 Custom Build Housing (Object)	<ul style="list-style-type: none"> <li>• No - this will result in a hodgepodge and a lack of design cohesion. It's too small a space for this. Need design integrity not more chaos.</li> </ul>
Q42 Custom Build Housing (Comment)	<ul style="list-style-type: none"> <li>• U+I Group PLC - Generally support this suggestion, but greater understanding of demand, need and viability is required. Marmalade Lane should be used as a template.</li> <li>• Cambridge, Past, Present &amp; Future - This could provide an exciting dynamic within a new community.</li> </ul>



## Chapter 9 – Question 43 (Houses in Multiple Occupation (HMO))

**Should the Area Action Plan allow a proportion of purpose built HMOs and include policy controls on the clustering of HMOs?**

- Respondents – 5
- Support – 2
- Object - 3
- Comment – 0

**Main issues in representations:**

32858, 33645, 32768, 32932, 33382

Question	Key Issues from Issues and Options consultation 2019
Q43 Houses in Multiple Occupation (Support)	<ul style="list-style-type: none"> <li>• U+I Group – These shared/co-living housing opportunities can help improve variety and access to more affordable, good quality accommodation and typically incorporates shared services and facilities so can benefit both younger and older aged groups. However, again a greater understanding of demand, need and viability is required.</li> <li>• This is essential to a diverse community.</li> </ul>
Q43 Houses in Multiple Occupation (Object)	<ul style="list-style-type: none"> <li>• Think well designed studio flats would be better. HMOs are horrible for everyone; those who live in them as well as the rest of the area. More detail needed.</li> <li>• Building large enough to be HMOs would be much better as family houses, of which there is an extreme shortage in this area.</li> </ul>

## Chapter 9 – Question 44 (Private Rented Sector (PRS) Housing)

**Should the Area Action Plan include PRS as a potential housing option as part of a wider housing mix across the North East Cambridge area?**

- Respondents – 8

- Support – 2
- Object - 3
- Comment – 3

**Main issues in representations:**

32859, 33383, 33828, 33646, 33732, 32558, 32696, 32720

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q44 Private Rented Sector Housing (Support)	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge - PRS has the ability to provide secure, high quality long-term rental properties giving choice to people living within walking distance of Cambridge Science Park.</li> <li>• Brookgate Land Ltd - PRS provides a means of widening housing choice for tenants, particularly those who may be renting long term, and also to deliver much needed housing within a faster timescale.</li> <li>• U+I Group – This suggestion typically lends itself to earlier delivery, can be part of an affordable housing mix and may suit the needs of the adjoining employment base. Similar to HMO's, PRS development needs to be well-managed to integrate successfully. A greater understanding of demand, need and viability is required.</li> </ul>
Q44 Private Rented Sector Housing (Object)	<ul style="list-style-type: none"> <li>• It is not a good idea for an estate to be owned by one rich company/individual and rented out to people.</li> <li>• PRS should be discouraged otherwise this will just drive up house prices and make it unaffordable. Of course, developers would like PRS to increase profits.</li> </ul>
Q44 Private Rented Sector Housing (Comment)	<ul style="list-style-type: none"> <li>• Recommend involving a local housing association.</li> <li>• It would be disappointing to find the benefits of the area accruing to buy to let investors outside the area.</li> </ul>

## Chapter 9 – Question 45 (Private Rented Sector (PRS) Housing)

**If PRS is to be supported, what specific policy requirements should we consider putting in place to manage its provision and to ensure it contributes towards creating a mixed and sustainable community?**

- Respondents – 3
- Support – 0
- Object - 0
- Comment – 3

**Main issues in representations:**

33384, 33647, 33733

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q45 Private Rented Sector Housing (Comment)	<ul style="list-style-type: none"><li>• Brookgate Land Ltd – Keen to work with the Council to develop a PRS scheme at NEC Area Action Plan.</li><li>• U+I Group - Suggest that this needs to be considered in greater detail, including need and demand, management of facilities, services, and amenities. All should be well defined and required.</li><li>• Recommend involving a local housing association.</li></ul>

## Chapter 9 – Question 46 (Private Rented Sector (PRS) Housing)

**Should PRS provide an affordable housing contribution?**

- Respondents – 3
- Support – 0
- Object - 0
- Comment – 3

**Main issues in representations:**

33385, 33648, 33734

Question	Key Issues from Issues and Options consultation 2019
Q46 Private Rented Sector Housing – Affordable contribution  (Comment)	<ul style="list-style-type: none"> <li>• Brookgate Land Ltd - Consideration should be given to where a different approach to PRS may be required, such as discounted market rents or off-site contributions toward affordable housing provision.</li> <li>• U+I Group PLC - Subject to viability, policy requirements will need to reflect the distinct economics of this tenure, such as acknowledging that a form of Discounted Market Rent is applicable. This can be managed by a non-Registered Provider and enables tenure blind blocks to be delivered by PRS operators.</li> <li>• Recommend involving a local housing association.</li> </ul>

### Chapter 9 – Question 47 (Private Rented Sector (PRS) Housing)

**What ‘clawback’ mechanisms should be included to secure the value of the affordable housing to meet local needs if the homes are converted to another tenure?**

- Respondents – 2
- Support – 0
- Object - 0
- Comment – 2

**Main issues in representations:**

33649, 33745

Question	Key Issues from Issues and Options consultation 2019
Q47 Private Rented Sector Housing –	<ul style="list-style-type: none"> <li>• Brookgate Land Ltd - Mechanisms should be used on multi-phased developments only where market conditions may change over the life of the project. Shorter build out</li> </ul>

<p>'Clawback' mechanisms</p> <p>(Comment)</p>	<p>programmes should not automatically be subject to claw back arrangements as they affect funding streams.</p> <ul style="list-style-type: none"> <li>U+I Group - Typically a profit-sharing mechanism up to an agreed cap (cap to be reflective of the affordable housing contribution possible for open market sale units).</li> </ul>
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### Chapter 9 – Question 48 (Private Rented Sector (PRS) Housing)

**What would be a suitable period to require the retention of private rented homes in that tenure and what compensation mechanisms are needed if such homes are sold into a different tenure before the end of the period?**

- Respondents – 2
- Support – 0
- Object - 0
- Comment – 2

**Main issues in representations:**

33650, 33736

Question	Key Issues from Issues and Options consultation 2019
<p>Q48 Private Rented Sector Housing – Retention period</p> <p>(Comment)</p>	<ul style="list-style-type: none"> <li>Brookgate Land Ltd - A suitable period would be a maximum of 10 years. No compensation.</li> <li>U+I Group - We would suggest a period of 15 years with clawback. This period is proposed in the London Plan and is generally accepted by institutional investors.</li> </ul>

### Chapter 9 – Question 49 (Private Rented Sector (PRS) Housing)

**What type of management strategy is necessary to ensure high standards of ongoing management of PRS premises is achieved?**

- Respondents – 3

- Support – 0
- Object - 1
- Comment – 2

**Main issues in representations:**

33651, 33737, 32721

Question	Key Issues from Issues and Options consultation 2019
Q49 Private Rented Sector Housing – Management strategy (Object)	<ul style="list-style-type: none"> <li>• Cannot imagine any successful strategy that will keep vast property ownership under control.</li> </ul>
Q49 Private Rented Sector Housing – Management strategy (Comment)	<ul style="list-style-type: none"> <li>• Brookgate Land Ltd – As the landlord is a professional investor and management will be through a professional management company, tenants can enjoy long term stability and the benefits of a high quality and professionally managed property since the homes are purpose-built for renting.</li> <li>• U+I Group PLC - Consider this should be agreed with each operator and should be brief and relevant to planning matters. This could ensure all prospective tenants are offered the option of a three-year tenancy.</li> </ul>

**Chapter 9 – Question 50 (Other forms of specialist housing, including for older people, students & travellers)**

**Should the area provide for other forms of specialist housing, either onsite or through seeking contributions for off-site provision?**

- Respondents – 14
- Support – 9
- Object - 1

- Comment – 4

**Main issues in representations:**

32722, 33235, 33337, 33829, 33114, 33187, 33204, 33222, 33316, 33413, 33486  
33652, 32769, NECIO113

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q50 Other forms of specialist housing (Support)	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge - A deeper review is needed for what housing is required to support the local community and the current and future employees of CSP.</li> <li>• U+I Group PLC – A greater understanding of demand, need and viability is required, such as a comprehensive analysis of the demographic portrait of Cambridge and its surrounding environs over the next 25 years.</li> <li>• Provision should be made for travellers within the site. Travellers settled within housing require good access to their existing community. This necessitates a road link.</li> <li>• Site should provide affordable student housing.</li> </ul>
Q50 Other forms of specialist housing (Object)	<ul style="list-style-type: none"> <li>• There is more need for family housing than 1-2 bed flats.</li> </ul>
Q50 Other forms of specialist housing (Comment)	<ul style="list-style-type: none"> <li>• Whether or not east of the Railway line is formally included in the NEC Area Action Plan, it needs mains sewage.</li> <li>• Traveller accommodation would destroy any attractiveness the area might have; it is already uncomfortably close to the Fen Road area.</li> <li>• Please look at the Dutch and Norwegian models for residential development, which prioritise walking and cycling over motor vehicles.</li> </ul>

	<ul style="list-style-type: none"> <li>Specialist housing for older people. Student accommodation is not appropriate for this area.</li> </ul>
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## Chapter 9 – Question 51 (Quality and Accessibility of Housing)

### Should the Area Action Plan apply the national internal residential space standards?

- Respondents – 8
- Support – 5
- Object - 1
- Comment – 2

#### Main issues in representations:

33653, 33738, 32723, 32772, 32863, 32892, 33386, 33584

Question	Key Issues from Issues and Options consultation 2019
Q51 Quality & Accessibility of Housing (Support)	<ul style="list-style-type: none"> <li>As a minimum. Houses are getting far too small.</li> <li>The highest/best local and national standards should be applied with no compromises on the largest possible internal space, best direct access to private amenity space and highest standards of accessibility.</li> </ul>
Q51 Quality & Accessibility of Housing (Object)	<ul style="list-style-type: none"> <li>Cambridge Past, Present and Future - Minimum is not optimum, space requirements should enable quality of life.</li> </ul>
Q51 Quality & Accessibility of Housing (Comment)	<ul style="list-style-type: none"> <li>U+I Group PLC - There may be some formats where exceptions may be appropriate and smaller shared spaces are preferable (co-living formats including student and young professional accommodation, housing for 'downsizers' etc.). Expect clear requirements around the nature and quality of these spaces and encourage pilot testing.</li> </ul>



	<ul style="list-style-type: none"> <li>• Brookgate Land Limited – Although space standards are optional, we are committed to a PRS scheme that would be designed, constructed and managed to a high-quality standard.</li> </ul>
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## Chapter 9 – Question 52 (Quality and Accessibility of Housing)

### Should the Area Action Plan develop space standards for new purpose built HMOs?

- Respondents – 4
- Support – 3
- Object - 0
- Comment – 1

#### Main issues in representations:

33654, 32770, 32724, 32894

Question	Key Issues from Issues and Options consultation 2019
Q52 Space standards for HMOs (Support)	<ul style="list-style-type: none"> <li>• Yes. If not "business" needs will provide what is cheapest to build.</li> </ul>
Q52 Space standards for HMOs (Comment)	<ul style="list-style-type: none"> <li>• U+I Group PLC - All new housing should meet the Technical Housing Standards and offer adequate shared spaces to provide all homes (not just HMOs) that are fully future-proofed. Specifically developed space standards for new purpose-built HMOs may prove unnecessary or irrelevant if HMOs within the Area Action Plan are not delivered through a purpose-built type.</li> </ul>

## Chapter 9 – Question 53 (Quality and Accessibility of Housing)

**Should the Area Action Plan apply External Space Standards, and expect all dwellings to have direct access to an area of private amenity space?**

- Respondents – 9
- Support – 6
- Object - 1
- Comment – 2

### Main issues in representations:

32862, 33387, 33739, 32725, 32771, 32893, 33655, 33585

Question	Key Issues from Issues and Options consultation 2019
Q53 External space standards (Support)	<ul style="list-style-type: none"> <li>• U+I Group PLC - We support this principle, but question whether it is realistic given the breadth and range of development envisaged. Instead, we propose a flexible approach where convenient access is given to public amenity spaces such as roof gardens and balconies as well as elements such as private gardens.</li> <li>• This is absolutely essential for an area to remain attractive in the long term and for the well-being of all.</li> <li>• Housing should be of a good design and build standard.</li> </ul>
Q53 External space standards (Object)	<ul style="list-style-type: none"> <li>• Cambridge Past, Present and Future - Minimum is not optimum, space requirements should enable quality of life.</li> </ul>
Q53 External space standards (Comment)	<ul style="list-style-type: none"> <li>• Brookgate Land Limited – A high standard is expected throughout. External space standards could apply where the viability of development is not compromised.</li> <li>• The highest/best local and national standards should be applied, so that no compromises are made away from the largest possible internal space, best direct access to</li> </ul>

	private amenity space, and highest standards of accessibility
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## Chapter 9 – Question 54 (Quality and Accessibility of Housing)

### Should the Area Action Plan apply the Cambridge Local Plan accessibility standards?

- Respondents – 5
- Support – 3
- Object - 1
- Comment – 1

#### Main issues in representations:

33740, 32895, 33388, 33656, 33586

Question	Key Issues from Issues and Options consultation 2019
Q54 Accessibility standards (Support)	<ul style="list-style-type: none"> <li>• U+I Group PLC - Generally support this suggestion in principle. It is important that the Cambridge Local Plan accessibility standards offers flexibility on how these standards are achieved and allow for progressive future proofing. The current Local Plan space standards (M4(2) &amp; M4(3)) may have an adverse impact on our scheme.</li> </ul>
Q54 Accessibility standards (Object)	<ul style="list-style-type: none"> <li>• Cambridge Past, Present and Future - Minimum is not optimum, space requirements should enable quality of life.</li> </ul>
Q54 Accessibility standards (Comment)	<ul style="list-style-type: none"> <li>• Brookgate Land Limited - All dwellings should be designed, constructed and managed to a high-quality standard. External space standards could apply where the viability of development is not compromised.</li> <li>• The highest/best local and national standards should be applied, so that no compromises are made away from the largest possible internal space, best direct access to</li> </ul>

	private amenity space, and highest standards of accessibility.
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**Chapter 10 – Question 55 (Retail and Leisure)**

**Do you agree with the range of considerations that the Area Action Plan will need to have regard to in planning for new retail and town centre provision in the North East Cambridge area? Are there other important factors we should be considering?**

- Respondents – 22
- Support – 7
- Object - 0
- Comment – 15

**Main issues in representations:**

33048, 33389, 33504, 33657, 33830, 32697, 32726, 32773, 33115, 33127, 33543, 33741, NECIO115, NECIO116, NECIO117, NECIO118, NECIO119, NECIO120, NECIO121, NECIO122, NECIO123, NECIO125

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q55 Retail & town centre provision (Support)	<ul style="list-style-type: none"> <li>• Railfuture East Anglia- Agree. Such developments should be located around the transport hubs.</li> <li>• Brookgate Land Limited - This essential aspiration will require collaborative strategies between key stakeholders and will be easier to achieve on sites such as Phase 1b, where large areas can be brought forward by relatively few stakeholders, simplifying the planning and engagement process.</li> <li>• Range seems good - let's focus on local businesses. Emphasis on green credentials such as zero carbon.</li> </ul>
Q55 Retail & town centre provision	<ul style="list-style-type: none"> <li>• U+I Group PLC – This new 'Quarter' will require district and local centres to help support and sustain it. Non-</li> </ul>

(Comment)	<p>residential uses will help create vitality and vibrancy to NEC.</p> <ul style="list-style-type: none"> <li>• Trinity College, Cambridge - It is fundamental that there is a range of supporting facilities to create a place; a neighbourhood where people can enjoy living and working.</li> <li>• NEC should not be "another indistinguishable generic local centre or shopping parade". It could be a good alternative to the City Centre for some independent retail provision with little/no national chains. This would inevitably generate people movements in offers such as leisure and entertainment as internalised trips would be higher.</li> <li>• Cambridge North Station and immediate vicinity should provide a wide range of retail outlets and community (hub) facilities.</li> <li>• At and in the vicinity of Cambridge Regional College increase the provision of retail and food (restaurants) outlets.</li> <li>• Keen to see a wide range of shops, retail and food outlets (food carts, market area and cafe / restaurants) Waitrose/M&amp;S, Boots, WH Smith, Sainsbury's near the train station. Some units should be available for independent local businesses. Bike repairs/hire shop. This is an opportunity to attract retailers that can't find space in central Cambridge to be based here Urban outfitters, Muji, Whole foods and Leon should be approached and encouraged to move in. Offer a discount or attractive package to entice quality and high-end retailers. Make this area a destination for shoppers. Ikea click and collect, Amazon lockers and most importantly include a mural/public art and seating (see Granary Square London for ideas)</li> </ul>
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### Chapter 10 – Question 56 (Retail and Leisure)

**Should the Councils be proposing a more multi-dimensional interpretation of the role of a town centre or high street for the North East Cambridge area, where retail is a key but not solely dominant element?**

- Respondents – 13
- Support – 3

- Object - 0
- Comment – 10

**Main issues in representations:**

32777, 33505, 33831, 32965, 33544, 33658, NECIO124, NECIO125, NECIO126, NECIO127, NECIO120, NECIO122, NECIO123

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
<p>Q56 Town centre/High Street provision (Support)</p>	<ul style="list-style-type: none"> <li>• Railfuture East Anglia – Support this element.</li> <li>• U+I Group PLC – Support seeking innovative, creative and flexible solutions across the site when considering how a District or Local Centre is planned and delivered. Longer term trends (national, regional and local) relating to retail and leisure uses will need consideration.</li> <li>• Retail should be a part but integrated well with other uses, particularly community centres and a library. The area should feel unique with independent shops and businesses not just a collection of coffee chains or express supermarkets.</li> </ul>
<p>Q56 Town centre/High Street provision (Comment)</p>	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge - There should be a flexible policy basis to allow for the best solution to be provided at that time and not unduly restrict innovation.</li> <li>• Mix of retail and community facilities.</li> <li>• Need child-friendly facilities, include indoors.</li> <li>• Doubtful economic viability of commercial outlets that is reliant on 'internalised trip-making'.</li> <li>• North East Cambridge should provide a wide range of local services and facilities including high street retail and food stores. They should be located close to existing residential areas where local residents can also benefit from these facilities. These could potentially be located along the Guided Busway which is a through corridor that existing buildings turn their back on.</li> </ul>

	<ul style="list-style-type: none"> <li>• There should be a mix of high street chain stores and independent retailers, with a careful control on some uses such as takeaways. There is also the opportunity for click and collect facilities and public art.</li> <li>• Development should be a more urban, mixed use development pattern rather than suburban style inward looking developments.</li> <li>• More shops near to the college. The existing one is too small.</li> <li>• Cambridge North Station shamefully inadequate at present. Needs proper facilities for passengers, especially more than a Costa coffee counter.</li> <li>• Encouraging shops, cafes etc to this area would bring more of a community spirit to the area. There is nowhere to socialise in this area.</li> </ul>
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## Chapter 10 – Question 57 (Community Facilities)

### What community facilities are particularly needed in the North East Cambridge area?

- Respondents – 55
- Support – 5
- Object - 3
- Comment – 46

#### Main issues in representations:

32564, 32774, 32778, 32868, 32934, 33051, 33121, 33128, 33137, 33139, 33188, 33206, 33223, 33236, 33238, 33242, 33302, 33317, 33349, 33350, 33354, 33357, 33390, 33403, 33414, 33420, 33427, 33442, 33447, 33476, 33487, 33511, 33548, 33597, 33659, 33742, 33832, 32596, 32635, 32649, 32966, 32967, 33444, 33515, NECIO128, NECIO129, NECIO130, NECIO131, NECIO132, NECIO133, NECIO134, NECIO135, NECIO054, NECIO123, NECIO124

Question	Key Issues from Issues and Options consultation 2019
<p>Q57 Community facilities (Support)</p>	<ul style="list-style-type: none"> <li>• Milton Road Residents' Association/Hurst Park Estate Residents' Association – We would like a community centre as impressive as the one at Eddington. We oppose hotels due to lack of architectural quality.</li> <li>• Meeting spaces such as a good local library, some cafes and community meeting points (the area is very short of these and lots of pubs have also closed in recent years), a sports facility (indoor and outdoor) and a place for cultural events.</li> <li>• The North East Cambridge area should include a church.</li> <li>• There should also be places to eat (including all times of day and week).</li> <li>• Provision for young people (a youth centre or community centre with a youth program, outdoor places to be which may overlap with sports facilities e.g. football field or basketball court).</li> </ul>
<p>Q57 Community facilities (Object)</p>	<ul style="list-style-type: none"> <li>• A more detailed education plan is needed, including provision of a secondary school. A site for this school should be identified at an early stage.</li> <li>• This development needs nurseries, schools, health centres, shopping centres, Care Homes, a small hospital with A&amp;E, ambulance stations, police station, library, pubs, clubs, restaurants, parking facilities, parks, community centres, and many other facilities to make it a striving and self-sustaining development not just flats and houses that will all depend on Cambridge City Centre or Milton Village and surroundings.</li> </ul>
<p>Q57 Community facilities (Comment)</p>	<ul style="list-style-type: none"> <li>• Brookgate Land Ltd - A range of community uses should come forward to create a vibrant, mixed use neighbourhood.</li> <li>• U+I Group PLC - In terms of fringe community as well as the community itself where there are higher levels of</li> </ul>



	<p>deprivation, facilities will need to take account of affordability issues for those on no/low incomes. Provision will need to be informed by the NEC Community Facilities Audit. Provision of facilities should offer flexibility and multi-functional spaces.</p> <ul style="list-style-type: none"> <li>• ESFA (Department of Education)/Histon Road Residents' Association - The forthcoming development of the site and anticipated growth requires close consideration of essential and specialised educational provision. These should allow for flexibility and be underscored with robust evidence. Funding through Section106, CIL and other developer contribution mechanisms.</li> <li>• Existing schools have no capacity and associated traffic will cause gridlock.</li> <li>• Barton &amp; District Bridleways Group - Would like to add our support for equestrian inclusion in the NEC Area Action Plan. Adequate health infrastructure (surgeries, doctors etc).</li> <li>• Pooling facilities such as laundrettes. This supports low-carbon living and helps support those who may not have access.</li> <li>• Cambridge needs more performing venues to meet the needs of the many community theatre groups in the city and surrounding areas. A main theatre, smaller studio spaces, rehearsals rooms, workshops and a café/bar would be appropriate.</li> <li>• Need a faith community space as provision in the plan is poor and this would meet the social inclusion and diversity aims.</li> <li>• Use the Trumpington/Eddington models for community facilities.</li> <li>• Keen that provided 'fit for purpose' community facilities accessible to all. The reality is that in a number of previous new developments this has been poorly planned and failed to provide what it could.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Overall design/layout needs to facilitate interaction if a sense of community is to be achieved. Provide some structured activities/space and leave space opportunities for first arriving residents to create their own and contribute to the identity of the place. Get a community worker in early on to help with this.</li> <li>• Doing so will save problems developing later. Development should be led by community's needs and interests, not the developers.</li> <li>• Evening economy needs considering.</li> <li>• Need for parent and child friendly facilities within walking distance. Indoors and outdoors to provide year-round options. Integrated with local shops. Attached to a child-friendly cafe. Playgrounds.</li> <li>• Facilities such as a community centre, a well-being hub, a secondary school and sport facilities are required within NEC. Consideration should also be given to the proposals for a Marina on the River Cam close to the site.</li> <li>• Public realm considerations include benches and litter bins.</li> <li>• Existing residents require improved pedestrian/cycling routes linking with Shirley School, GP surgery and other services.</li> <li>• Encouraging shops, cafes etc to this area would bring more of a community spirit to the area. There is nowhere to socialise in this area.</li> <li>• For the many people, local services such as food shops, doctor's surgery, primary and secondary schools, chemist etc would be necessary.</li> </ul>
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## Chapter 10 – Question 58 (Open Space)

It is recognised that maximising the development potential of the North East Cambridge area may require a different approach to meeting the sport and open space needs of the new community. How might this be achieved?

- Respondents – 10
- Support – 2
- Object - 1
- Comment – 7

### Main issues in representations:

32746, 33159, 33423, 33660, 33743, 33779, 33783, 32969, 33346, 32727

Question	Key Issues from Issues and Options consultation 2019
Q58 Open space provision (Support)	<ul style="list-style-type: none"> <li>• Sport England - Support the flexible approach being advocated with regard to meeting sport and open space requirements, though formal sports facilities will need to be provided for.</li> <li>• One option would be better links to CRCs sports centre and the open space at Milton Country Park.</li> <li>• Some areas could be mixed use e.g. basketball hoops which also doubles as a place for music or art.</li> <li>• Space with fountains and benches, performing artists and an area where children play football.</li> </ul>
Q58 Open space provision (Object)	<ul style="list-style-type: none"> <li>• Traditional open space provision is absolutely essential. The density proposed will be unattractive and worsen over time.</li> </ul>
Q58 Open space provision (Comment)	<ul style="list-style-type: none"> <li>• The Wildlife Trust BCN - Provision of green roofs, green walls and urban habitats to attract and retain wildlife while also green a dense urban quarter.</li> <li>• Natural England - A development of this scale should provide open space provision including biodiversity</li> </ul>

	<p>enhancement, landscape, drainage, flood management and health and wellbeing in accordance with SANGS guidelines.</p> <ul style="list-style-type: none"> <li>• Histon Road Residents' Association - There are few green spaces. Could there be land bought to create parkland running down to the river?</li> <li>• U+I Group PLC – Solutions should be comprehensive and provide provision in and beyond the Area Action Plan boundary, facilitating greater access opportunities by walking and cycling.</li> <li>• Brookgate Land Limited - A collaborative effort to produce a broad network (both within and outside of area) of connected green and open spaces which are accessible to all residents and workers in the district should be facilitated.</li> <li>• Green corridor/space should form a barrier to minimise the A14, so green corridors should link with the Jane Costen Bridge and the wider area.</li> <li>• Far too much detail presented here and no overarching vision that takes us through to 2050. Where exactly is the open space to be located?</li> <li>•</li> </ul>
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## Chapter 10 – Question 59 (Open Space)

### Should open space provision within the North East Cambridge area prioritise quality and functionality over quantity?

- Respondents – 11
- Support – 6
- Object – 1
- Comment – 4

#### Main issues in representations:

32745, 32936, 33391, 33661, 32559, 32799, 32970, 33117, 33347, 33744, 32728

Question	Key Issues from Issues and Options consultation 2019
<p>Q59 Open space provision (Support)</p>	<ul style="list-style-type: none"> <li>• Sport England - We support a flexible approach to the issue of quality over quantity, as it is essential that any new facilities are provided with good quality facilities, and there may be scope to enhance existing facilities that will meet the needs of the new residents.</li> <li>• Brookgate Land Limited - The open space provision should be as efficient as possible and provide access to all residents and workers, and the spaces should be programmed at a district-wide level. Provisions of open space should be evaluated across the district and not on a parcel-by-parcel basis.</li> <li>• Yes, quality and functionality much more important than quantity.</li> <li>• Safe, attractive urban open space is vital. If badly designed, everyday street life then it becomes full of litter and attract criminal activity, deterring people even further.</li> <li>• Design of buildings could also contribute to feeling of open space.</li> </ul>
<p>Q59 Open space provision (Object)</p>	<ul style="list-style-type: none"> <li>• No. Quantity of open green space is absolutely essential.</li> </ul>
<p>Q59 Open space provision (Comment)</p>	<ul style="list-style-type: none"> <li>• The Wildlife Trust BCN - Needs to be matched by off-site provision. Alternatively, inclusion of the river corridor within the Area Action Plan would mean that quantity would not have to be compromised.</li> <li>• U+I Group PLC - Support both large and small-scale space with ample connections. However, a lack of supporting studies and capacity testing means we cannot cite a preference at this stage.</li> <li>• Open space should prioritize biodiversity and habitat over everything else.</li> <li>• Adequate quantity is essential, see Riverside Park.</li> </ul>

## Chapter 10 – Question 60 (Open Space)

**Should open space provision within the North East Cambridge area seek to provide for the widest variety of everyday structured and unstructured recreational opportunities, including walking, jogging, picnics, formal and informal play, casual sports, games, dog walking and youth recreation?**

- Respondents – 13
- Support – 10
- Object – 0
- Comment – 3

### **Main issues in representations:**

32572, 33001, 33158, 32775, 32968, 32971, 33348, 33662, 33745, NECIO136, NECIO137, NECIO138, NECIO139

Question	Key Issues from Issues and Options consultation 2019
<p>Q60 Open space provision (Support)</p>	<ul style="list-style-type: none"> <li>• Sport England – Sport England supports the emphasis given to informal recreation. Our report 'Active Design' will provide a framework for maximising opportunities and should be referenced when creating the Area Action Plan final policy.</li> <li>• U+I Group PLC - It will be important to ensure that all spaces within the site are fully optimised, and creative/innovative solutions should be considered to allow for flexible/multi-functional uses.</li> <li>• Brookgate Land Limited - The open space provision should provide a wide variety of recreational opportunities, but it should not over provide inside the district, nor should it replicate recreational provisions easily accessed outside the district for the sake of variety.</li> <li>• Green parks, tennis courts, splashpad, playgrounds.</li> <li>• All should be supported, and also enclosed play areas for younger children.</li> <li>• Eddington is starting to be a good example of this.</li> </ul>

	<ul style="list-style-type: none"> <li>The area should have provision for games fields and formal play for children of various age groups and the creation of new recreational areas.</li> </ul>
Q60 Open space provision (Comment)	<ul style="list-style-type: none"> <li>Nuffield Rd Allotment Society - Recognise our site is becoming increasingly commercially valuable, which is creating anxiety on site. Assurance that our site is safe from development would be helpful.</li> <li>Woodland Trust - Natural greenspace, including woodland, should be included where possible. Woodland provides a range of benefits for local communities, including being cheaper to manage than many other forms of urban greenspace.</li> <li>Natural England - We support this principle in accordance with SANGS to provide biodiversity net gain and meet people's informal recreation, physical and mental health needs.</li> </ul>

## Chapter 10 – Question 61 (Open Space)

Where specific uses are required to provide of open space as part of the development, should the Area Action Plan allow for these to be met through multiple shared use (for example, school playing fields and playing pitches for the general public)?

- Respondents – 5
- Support – 3
- Object – 0
- Comment – 2

### Main issues in representations:

32747, 32870, 32972, 33663, 33746

Question	Key Issues from Issues and Options consultation 2019
Q6 Open space – shared use (Support)	<ul style="list-style-type: none"> <li>• U+I Group PLC - It will be important to ensure that all spaces within the site are fully optimised and creative innovative solutions should be considered to allow for flexible/multi-functional uses.</li> <li>• Brookgate Land Limited - Yes, as appropriate.</li> <li>• Seems like a good idea to maximise potential: school pitch during the day, other uses at the weekend.</li> </ul>
Q6 Open space – shared use (Comment)	<ul style="list-style-type: none"> <li>• The Wildlife Trust BCN – Biodiversity can be integrated into a variety of multi-uses. There will be a need for green infrastructure provision and biodiversity offsetting off site. Including the river corridor would bring it "on-site" and increase options for providing a larger range of amenity.</li> </ul>

**Chapter 11: Question 62 (Carbon Reduction Standards for Residential Development) – Within this overall approach, in particular, which option do you prefer in relation to carbon reduction standards for residential development?**

**Summary of responses to Question 62**

- Respondents – 12 in total to Question 62

Option	Support	Object	Comments
A – Current Cambridge standard	-	4	-
B – Current SCDC standard	-	1	-
C – Combination of current standards	2	-	-
D – Higher standard	7	-	5



**Main issues in representations:**

32560, 32939, 33140, 33587, 32604, 32650, 32898, 32974, 33664, 32597, 32636, NECIO140

**Option A – A 19% improvement on 2013 Building Regulations (the current Cambridge Local Plan standard).**

- Support - 0
- Object - 4
- Comment – 0

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q62 Carbon Reduction Standards for Residential Development Option A – Cambridge City standard (Object)	<ul style="list-style-type: none"><li>• A carbon reduction of 19% on current regulations is too lacking in ambition and too open to being gamed. Should be aiming at the Passivhaus standards of being almost completely insulated. After all these houses will, hopefully, still be standing in 2050 when the aspiration is for zero emissions.</li><li>• Option A does not go far or fast enough.</li></ul>
Q62 Carbon Reduction Standards for Residential Development Option A – Cambridge City standard (Comment)	<ul style="list-style-type: none"><li>• The development will exist with all buildings when the councils achieve their zero-carbon target so anything that is not zero carbon will need to be retrofitted/rebuilt. Therefore, the ambition should be zero carbon.</li></ul>

**Option B – A requirement for carbon emissions to be reduced by a further 10% through the use of on-site renewable energy (the current South Cambridgeshire Local Plan standard).**

- Support - 0
- Object - 1

- Comment – 0

Question	Key Issues from Issues and Options consultation 2019
Q62 Carbon Reduction Standards for Residential Development Option B – SCDC standard (Object)	<ul style="list-style-type: none"> <li>• Option B does not go far or fast enough.</li> </ul>

**Option C – A 19% improvement on 2013 Building Regulations plus an additional 10% reduction through the use of on-site renewable energy (combining the current standards in the Local Plans).**

- Support - 2
- Object - 0
- Comment – 0

Question	Key Issues from Issues and Options consultation 2019
Q62 Carbon Reduction Standards for Residential Development Option C – Combination of standards (Support)	<ul style="list-style-type: none"> <li>• Support at least Option C, and possibly D.</li> <li>• Support C and D.</li> </ul>

**Option D – Consider a higher standard and develop further evidence alongside the new joint Local Plan.**

- Support - 7
- Object - 0

- Comment – 5

Question	Key Issues from Issues and Options consultation 2019
<p>Q62 Carbon Reduction Standards for Residential Development Option D – Higher standard</p> <p>(Support)</p>	<ul style="list-style-type: none"> <li>• Support at least Option C, and possibly D.</li> <li>• Support C and D.</li> <li>• Option D essential.</li> </ul>
<p>Q62 Carbon Reduction Standards for Residential Development Option D – Higher standard</p> <p>(Comment)</p>	<ul style="list-style-type: none"> <li>• All new builds should be "net Zero Carbon" homes.</li> <li>• All new developments to have heat exchange pumps that make a major contribution to heating the property.</li> <li>• This option to meet the city and county's carbon targets (which should be accelerated to be met before 2050).</li> <li>• Planning should explicitly recognise the 'Climate Emergency' and set the highest standards in sustainability and carbon emissions in developments and ensure all new housing developments are 'Zero Carbon Homes'.</li> <li>• This is a complex area of policy setting due to the current grid decarbonisation and emerging guidance from different bodies such as the UKGBC task force, and the GLA London Plan. The context of the electricity grid decarbonisation should be considered to ensure that any targets set do not create perverse outcomes in the future over the timescales of the development and should consider the appropriateness of energy efficiency targets as well as carbon targets. The Area Action Plan should aim to be exemplar while also drawing on the most up to date emerging evidence.</li> <li>• An air quality strategy for this area should consider innovative options to mitigate air pollution.</li> </ul>

## Chapter 11 – Question 63 (Sustainable design and construction standards)

### Do you support the approach to sustainable design and construction standards suggested for the Area Action Plan?

- Respondents – 16

- Support – 9
- Object – 1
- Comment – 6

**Main issues in representations:**

32729, 33253, 33456, 33465, 33747, 33833, 32598, 32637, 32651, 32900, 32975, 33160, 33267, 33665, 32561, NECIO141

Question	Key Issues from Issues and Options consultation 2019
<p>Q63 Sustainable design (Support)</p>	<ul style="list-style-type: none"> <li>• Hurst Park Estate Residents' Association/Milton Road Residents Association - Objectives need to have specific metrics which can be measured and enforced so that developers cannot exploit standards for profit (i.e. sheds as homes).</li> <li>• Natural England and Anglian Water Services Ltd - Support proposals to contribute towards mitigating and adapting to climate change, including the application of sustainable design and construction standards.</li> <li>• U+I Group PLC - While water recycling can be an important part of reducing water consumption, if used inappropriately it can be unsustainable. Therefore would expect to apply the highest levels of water recycling (as required by the maximum BREEAM credits for water efficiency), including an understanding of maintenance and carbon efficiency.</li> <li>• Yes, high standards for sustainable design and construction are essential.</li> <li>• Residential development should be built to the highest standards and supported with a local energy network. Minimum standards should be avoided.</li> </ul>
<p>Q63 Sustainable design (Object)</p>	<ul style="list-style-type: none"> <li>• All good but go beyond BREEAM excellent.</li> <li>• Support many of these, but object to the idea that green roofs can be substituted for on the ground green space, and I object to the idea that most roofs should be flat. Pitched roofs, though more expensive, are far longer-</li> </ul>

	lasting, much less leak-prone, and much more visually attractive.
Q63 Sustainable design (Comment)	<ul style="list-style-type: none"> <li>• St Johns College, Cambridge - Would support the minimum requirement for achievement of BREEAM 'excellent'. However, it is important that these matters are not mandatory within the Area Action Plan as there may well be particular design reasons for certain options not needing to be applied.</li> <li>• Campaign to Protect Rural England Cambridgeshire and Peterborough - Climate change and water stress need to be fully considered to ensure that the proposed development is sustainable, viable and "future proof". Particular concerns from local bodies on the possible adverse effects of over extraction of the River Cam.</li> <li>• Environment Agency - Consider there should be greater emphasis in this section on the importance of taking a site wide approach to integrated water management from the outset to reduce risk, rather than developers retrofitting water as an afterthought.</li> <li>• Brookgate Land Limited - Yes, but the Area Action Plan needs to remain flexible in terms of any specific policy requirements in order to be able to respond to change.</li> <li>• Trinity College, Cambridge - Propose policy framework allows for bespoke solutions to allow occupier or development needs to be taken into account.</li> </ul>

## Chapter 11 – Question 64 (Reviewing sustainability standards in the future)

**Do you support the proposal for the Area Action Plan to be clear that review mechanisms should be built into any planning permissions in order to reflect changes in policy regarding sustainable design and construction standards in local and national policy? What other mechanisms could be used?**

- Respondents – 6
- Support – 4
- Object – 1

- Comment – 1

**Main issues in representations:**

33834, 32562, 32976, 33268, 33666, 33748

Question	Key Issues from Issues and Options consultation 2019
Q64 Reviewing Sustainability standards  (Support)	<ul style="list-style-type: none"> <li>• Anglian Water Services Ltd – Policies in the Area Action Plan should be drafted to be sufficiently flexible to allow for any future changes in national standards for sustainable design and construction standards.</li> <li>• U+I Group PLC – Important to recognise that it may be necessary to reappraise the policy requirements so that the most up to date and relevant standards are applied where necessary, reasonable and practicable. Propose following guidance from charities and NGOs.</li> <li>• Absolutely essential with a contract of accountability for any developer.</li> <li>• Policy may change quickly in this area and this needs to be incorporated.</li> </ul>
Q64 Reviewing Sustainability standards  (Object)	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge/Brookgate Land Limited - Any advancing sustainable agenda should be clearly set against clear and transparent policy milestones.</li> </ul>

**Chapter 11 – Question 65 (Site wide approaches to sustainable design and construction)**

**Do you support the plan requiring delivery of site wide approaches to issues such as energy and water, as well as the use of BREEAM Communities International Technical Standard at the master planning stage?**

- Respondents – 8
- Support – 5

- Object – 0
- Comment – 3

**Main issues in representations:**

32764, 33472, 33835, 33032, 33037, 33269, 33667, 33749

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
<p>Q65 Site wide approaches (Support)</p>	<ul style="list-style-type: none"> <li>• Cambridge Water - Support the inclusion in planning permissions of the BREAAAM community's technical standards, and welcome engagement with the master planner to set design standards for the development.</li> <li>• Anglian Water Services Ltd - A site wide approach to the application of construction standards is supported.</li> <li>• U+I Group PLC - Infrastructure necessary for decentralised energy and water (including BREAAAM) should be explored early on in consultation with relevant parties with a range of technologies and approaches to ensure the approach with the lowest carbon overall can be identified and supported.</li> <li>• Brookgate Land Limited - Such matters can often be difficult to provide in practice for many technical or feasibility reasons; however, there should be an aspirational policy agenda around sustainability.</li> </ul>
<p>Q65 Site wide approaches (Comment)</p>	<ul style="list-style-type: none"> <li>• Environment Agency - There is enormous scope for exemplar standards of water use and re-use along with SUDS where they do not present a risk to controlled waters as Anglian Water are landowners. Remedial works to contamination will need full investigation and should be a planning condition.</li> <li>• Trinity College, Cambridge - Such matters can often be difficult to provide in practice for many technical or feasibility reasons. Policy therefore should be flexible to cater for individual developments and occupier requirements.</li> </ul>

	<ul style="list-style-type: none"> <li>• Aim for as much renewable energy use as possible e.g. solar, wind, use of energy absorbing /converting pavements to collect energy from pedestrian footfall.</li> </ul>
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## Chapter 11 – Question 66 (Site wide approaches to sustainable design and construction)

### Are there additional issues we should consider in developing the approach to deliver an exemplar development?

- Respondents – 5
- Support – 0
- Object – 0
- Comment – 5

#### Main issues in representations:

33038, 33270, 33473, 33668, 33848

Question	Key Issues from Issues and Options consultation 2019
Q66 Site wide approaches (Comment)	<ul style="list-style-type: none"> <li>• Cambridge Water - Would welcome similar engagement to our involvement in Eddington for this development.</li> <li>• Anglian Water Services Ltd - There is scope to maximise the potential for water recycling, stormwater and rainwater harvesting measures as part of the design of this development.</li> <li>• Environment Agency - Integrated Water Management to tie together SUDS, GI and water use/re-use in an integrated way on site with innovative management techniques that break the usual barriers to these happening on the ground.</li> <li>• U+I Group PLC - Consideration should be given to the embodied impacts of buildings and infrastructure installed opportunities to support the circular economy and</li> </ul>



	<p>embracing and supporting innovative smart-tech and infra-tech initiatives where feasible and viable to do so.</p> <ul style="list-style-type: none"> <li>• U+I Group PLC - There are a range of options that encompass energy strategies, form and fabric, building services and energy generation and supply.</li> </ul>
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## Chapter 11 – Question 67 (Biodiversity)

### What approach should the Area Action Plan take to ensure delivery of a net gain in biodiversity?

- Respondents – 13
- Support – 4
- Object – 1
- Comment – 8

#### Main issues in representations:

32748, 32941, 32998, 33392, 33448, 33588, 33670, 33161, 32563, NECIO142, NECIO143, NECIO050, NECIO051, NECIO052

Question	Key Issues from Issues and Options consultation 2019
Q67 Biodiversity (Support)	<ul style="list-style-type: none"> <li>• Natural England – SuDs will help enhance long term gains for specified species as well as providing a sense of place, as well as exceeding the requirements of the NPPG and Defra’s 25 Year Environment Plan. Tools such as Ecological surveys, Impact Risk Zone guidance and groups such as Natural England should be included from outset to complement, extend and connect existing habitats.</li> <li>• Mature trees should be retained as they provide multi benefits.</li> <li>• Existing semi-mature Silver Birch woodland and other deciduous trees/scrub on the site should be retained and enhanced.</li> </ul>

	<ul style="list-style-type: none"> <li>• Re-introduction of wildflowers along the route of the Guided Busway would deliver a net gain in biodiversity and improve appearance of the area for visitors arriving by public transport.</li> </ul>
Q67 Biodiversity (Object)	<ul style="list-style-type: none"> <li>• Creating new space for biodiversity is important but should not be used to judge positively any biodiversity destruction.</li> <li>• Net gain is not a great concept. Do not use biodiversity offset as a measure. If any biodiversity is lost this must be fully transparent and responsibility for it taken.</li> </ul>
Q67 Biodiversity (Comment)	<ul style="list-style-type: none"> <li>• The Wildlife Trust - 20% net gain in biodiversity using a recognised biodiversity accounting tool should be required. Inclusion of the river corridor would increase scope to provide more of the biodiversity offsetting requirement local to the new residents, as well as support strategic green infrastructure provision. Urban wildlife features such as green roofs and walls, planting schemes, and building nest sites should be provided.</li> <li>• Woodland Trust - Welcome the mention of trees, but would like to see the plan recognise the full range of benefits that they provide and to make a commitment to expansion of tree canopy covers.</li> <li>• Cambridge Hedgehogs - Would like to meet with councillors to discuss ways in which hedgehog populations can be protected and enhanced during this development work.</li> <li>• Cambridge Past, Present &amp; Future - If it is not possible to produce a net gain for biodiversity and ecology within the development site framework, then alternative sites adjacent could be considered, especially for any mitigation. The Natural Cambridgeshire Local Nature Partnership has created a toolkit to assist developers in this.</li> <li>• U+I Group PLC - The on-going uses of land indicates that it will have limited biodiversity value. It will be necessary to carry out site specific investigations on the potential suitability of habitat for protected species, and to consider</li> </ul>

	<p>mitigation. More clarity is needed. Consider increasing the amount of tree canopy cover in NEC.</p> <ul style="list-style-type: none"> <li>• Plant and maintain trees, hedges, ditches, habitats.</li> <li>• Try getting advice from the Wildlife Trust and RSPB.</li> <li>• Do not let the developers tell you it's all too much hassle and too expensive as they will try to wriggle out of this.</li> <li>• Go to Eddington for methods. Appoint an ecology chief for the area from the start.</li> <li>• A green corridor from Waterbeach to Cowley Road is important.</li> </ul>
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## Chapter 11 – Question 68 (Smart technology)

### Should the Area Action Plan require developments in the area to integrate SMART technologies from the outset?

- Respondents – 4
- Support – 2
- Object – 0
- Comment – 2

#### Main issues in representations:

33836, 33669, 33750

Question	Key Issues from Issues and Options consultation 2019
Q68 Smart technology (Support)	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge/Brookgate Land Ltd - As a place founded on the Science and Technology sector, there should be an embracement of Smart Technologies.</li> </ul>
Q68 Smart technology (Comment)	<ul style="list-style-type: none"> <li>• U+I Group PLC - Important to consider preparation of a digital strategy for NEC, to seek optimum speeds for broadband/fibre, opportunities to integrate SMART technology in homes, businesses and other development.</li> </ul>

## Chapter 11 – Question 69 (Waste Collection)

### Should the Area Action Plan require the use of an underground waste system where it is viable?

- Respondents – 9
- Support – 5
- Object – 0
- Comment – 4

#### Main issues in representations:

33393, 33589, 33751, 33837, 32800, 32977, 33118, 33671, NECIO144

Question	Key Issues from Issues and Options consultation 2019
Q69 Waste Collection (Support)	<ul style="list-style-type: none"> <li>• U+I Group PLC – Rather than committing to any specific type of solution at this stage, it will be necessary to understand whether innovative systems used on other sites, (e.g. North West Cambridge), can be applied here.</li> <li>• Good idea, particularly to avoid the scourge of wheelie bins being scattered all over footways. Consider providing waste collection points to minimise street clutter.</li> <li>• Household waste systems to be similar to Eddington.</li> </ul>
Q69 Waste collection (Comment)	<ul style="list-style-type: none"> <li>• Cambridge Past, Present &amp; Future – Before committing to any particular system, a full appraisal of facilities used at Eddington should take place.</li> <li>• Trinity College, Cambridge/Brookgate Land Limited - This would be difficult to retrospectively fit to CSP but would be more viable for new large scale development.</li> <li>• Refer to Eddington for methods.</li> </ul>

## Chapter 12 – Question 70 (Phasing and relocations)

**Do you agree that the Area Action Plan should prioritise land that can feasibly be developed early? Are there any risks associated with this proposed approach?**

- Respondents – 13
- Support – 2
- Object – 8
- Comment – 3

### **Main issues in representations:**

33020, 33672, 33838, 33254, 33752, 32944, 33189, 33205, 33224, 33318, 33415, 33488, 33590

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q70 Phasing and relocations (Support)	<ul style="list-style-type: none"> <li>• St. John's College, Cambridge - It is critical that development should not be prevented in coming forward whilst the Area Action Plan is being prepared.</li> <li>• Brookgate Land Limited - Land that Brookgate Land Limited control can be developed early without prejudicing the outcome of the Area Action Plan process or the achievement of the comprehensive vision for the area as a whole.</li> </ul>
Q70 Phasing and relocations (Object)	<ul style="list-style-type: none"> <li>• Will end up with isolated dwellings with none of the infrastructure needed (junction improvements, car barns, wildlife habitat, green spaces etc) so end up with a car-dominated slum before the entire place is complete. Once people move to a place and drive as first choice, they then don't change their habits later.</li> </ul>
Q70 Phasing and relocations (Comment)	<ul style="list-style-type: none"> <li>• Orchard Street Investment Management - None of the sites can be prioritised without the essential relocation of the WTC.</li> <li>• U+I Group - Where landowners/developers can explain how development can be carried out in a</li> </ul>

	<p>coordinated/comprehensive manner in an equitable way using planning mechanisms (S106 etc.). We also support temporary/meanwhile uses to optimise economic and social benefits in the local area.</p> <ul style="list-style-type: none"> <li>• Trinity College, Cambridge – Early development will support momentum in the long-term delivery of the whole Area Action Plan area and continue to provide confidence in its delivery. Early delivery of infrastructure is also supported.</li> <li>• Cambridge Past, Present &amp; Future – Only if managed by a project officer.</li> </ul>
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## Chapter 12 – Question 71 (Phasing and relocations)

**Should the Area Action Plan include a relocation strategy in preference to leaving this to the market to resolve?**

- Respondents – 14
- Support – 10
- Object – 0
- Comment – 4

### Main issues in representations:

33271, 33460, 33565, 33673, 32776, 33021, 33190, 33207, 33225, 33319, 33416, 33489, 33591, 33773

Question	Key Issues from Issues and Options consultation 2019
Q71 Phasing and relocations (Support)	<ul style="list-style-type: none"> <li>• Orchard Street Investment Management – The Area Action Plan relies on the relocation of the WTC and therefore cannot be delivered in accordance with the Masterplan without its relocation.</li> <li>• Relocation within the area should be investigated in order to allow close integration with existing communities.</li> </ul>

<p>Q71 Phasing and relocations (Comment)</p>	<ul style="list-style-type: none"> <li>• Anglian Water Services Ltd - It is essential that Anglian Water as a sewerage undertaker can continue to serve our customers both during construction and after the re-development. A relocation strategy should be clearly defined and clarified.</li> <li>• Waterbeach Parish Council – Believe that the existing WTC is ideally located and expanded to include further capacity, and for the council to determine decisions rather than allow the market to resolve.</li> <li>• Ridgeons Timber &amp; Builders Merchants and Turnstone Estates - If Ridgeons are to be relocated, any new site needs to be located within Cambridge and be appropriate and viable.</li> <li>• U+I Group PLC - Strategic opportunities must not be compromised by one or more parties that are unwilling to support the delivery of the NEC. Accordingly, the Councils cannot discount the possibility of using their CPO powers if required.</li> </ul>
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## Chapter 12 – Question 72 (Funding & Delivery infrastructure)

**Do you agree with an approach of devising a Section 106 regime specifically for the North East Cambridge area? If not, what alternative approach should we consider?**

- Respondents – 9
- Support – 1
- Object – 7
- Comment – 1

### **Main issues in representations:**

32801, 33138, 33162, 33255, 33592, 33674, 33839, 33336, 33753

Question	Key Issues from Issues and Options consultation 2019
Q72 Funding & Infrastructure (Support)	<ul style="list-style-type: none"> <li>• Iansyst Ltd &amp; Fen House Property Ltd - S106 regime should be specifically used, along with a contribution from Network Rail, to support the enhanced road bridge with the cycle and pedestrian bridge proposed to access recreational facilities.</li> </ul>
Q72 Funding & Infrastructure (Object)	<ul style="list-style-type: none"> <li>• Brookgate Land Limited - No, it is more appropriate for individual S106 agreements which are site specific.</li> </ul>
Q72 Funding & Infrastructure (Comment)	<ul style="list-style-type: none"> <li>• Natural England - Support a S106 regime to ensure all proposed developments across NEC contribute equitably to the provision and/or funding of all appropriate environmental infrastructure requirements.</li> <li>• St Johns College, Cambridge - It will be difficult to sustain a case for S106 framework across the NEC given disparate objectives of landowners and site characteristics.</li> <li>• Cambridge Past, Present &amp; Future - S106 funds should be spread more widely to support places people use outside the site.</li> <li>• U+I Group PLC - It would be reasonable to expect all development within the area to contribute towards the required infrastructure, where it benefits the Area Action Plan area as a whole rather than individual sites/landownerships.</li> <li>• Trinity College, Cambridge - Agreeable to this being explored. It will, of course, be subject to the detail, but the principle is acceptable.</li> <li>• It is absolutely vital that the sustainable transport infrastructure for walking, cycling and public transport be delivered prior to significant development as car-centric options will become the norm. Preferably all of the walking and cycling grid would be delivered before any development.</li> </ul>



	<ul style="list-style-type: none"> <li>• Hold developers to account for decent S106 and stop letting them 'renegotiate' because they suddenly decide the development is not financially viable.</li> </ul>
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**Chapter 12 – Question 73 (Funding & Delivery infrastructure)**

**What approach do you consider the most appropriate basis on which to apportion the cost of the infrastructure requirements arising from different land uses to ensure an equitable outcome?**

- Respondents – 4
- Support – 0
- Object – 0
- Comment – 4

**Main issues in representations:**

33297, 33675, 33754, 33840

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q73 Funding & Infrastructure (Comment)	<ul style="list-style-type: none"> <li>• The Crown Estate - Suggest that an effective approach would be one that is straightforward and transparent so that there is a clear apportionment of "cost" can be factored into assessments at the outset. This could comprise a tariff based approach linked to the type and amount of new development proposed.</li> <li>• U+I Group PLC - We propose identifying specific infrastructure needed to meet the vision, where they should be located, establishing a cost base and appropriate equalisation formula to be levied on all new development. This could be one or a combination of a tariff and may be varied by use class. Set this out in a policy/legal framework with an appropriate indexing mechanism</li> <li>• Brookgate Land Limited/Trinity College, Cambridge - At the outset, it would appear appropriate for it to be related</li> </ul>

	to the amount of new floorspace provided against its use class and also based on number of and type of trips.
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## Chapter 12 – Question 74 (Development viability)

**How should the Area Action Plan take into account potential changes over time, both positive and negative, that might affect development viability?**

- Respondents – 3
- Support – 1
- Object – 0
- Comment – 2

### **Main issues in representations:**

33676, 33841, 33286

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q74 Development viability (Support)	<ul style="list-style-type: none"> <li>• The Crown Estate – Need clear review mechanisms to reflect changes in circumstances and standards over the lifetime of the Area Action Plan development. This could include, but should not necessarily be limited to, sustainability standards.</li> </ul>
Q74 Development viability (Comment)	<ul style="list-style-type: none"> <li>• U+I Group PLC - This should be informed by a specific study that considers economic cycles, viability testing (whereby a reduction in S106/AH requirements are calibrated to protect infrastructure) and a robust review.</li> <li>• Trinity College, Cambridge – Suggest a flexible policy framework which is not overly prescriptive.</li> </ul>

## Chapter 12 – Question 75 (Land assembly and Compulsory Purchase Orders)

Do you agree with the proposal to require land assembly where it can be demonstrated that this is necessary for delivering the agreed masterplan for the North East Cambridge area and/or the proper planning of development?

- Respondents – 10
- Support – 7
- Object – 2
- Comment – 1

### Main issues in representations:

33842, 33191, 33208, 33226, 33320, 33417, 33490, 33677, 32505, 33022

Question	Key Issues from Issues and Options consultation 2019
Q75 Land assembly and CPO (Support)	<ul style="list-style-type: none"><li>• U+I Group PLC - This does not directly affect U+I. Land assembly will help to ensure the delivery of comprehensive redevelopment of NEC.</li></ul>
Q75 Land assembly and CPO (Object)	<ul style="list-style-type: none"><li>• Trinity College, Cambridge - This would not be supported in CSP because all matters should be achieved through discussion given there is strong shared ambition.</li><li>• Orchard Street Investment Management – Many of the current businesses could be left without premises due to the lack of alternative industrial and other business premises within the City. This could also then result in the closure of and loss of employment for local residents.</li></ul>

## Chapter 12 – Question 76 (Land assembly and Compulsory Purchase Orders)

Should the Area Action Plan state that the Councils will consider use of their Compulsory Purchase powers? If so, should the Area Action Plan also set out the circumstances under which this would appropriate?

- Respondents – 15

- Support – 8
- Object – 3
- Comment – 4

**Main issues in representations:**

33023, 33163, 33566, 33843, 32901, 33192, 33209, 33227, 33321, 33418, 33491, 33678, 32506, 32730, 33774

Question	Key Issues from Issues and Options consultation 2019
Q76 Land assembly and CPO  (Support)	<ul style="list-style-type: none"> <li>• U+I Group PLC - The strategic opportunities must not be compromised by one or more parties that are unwilling to support the delivery of the NEC. Policy must specify how the Councils will use their CPO powers if required, and the circumstances for doing so. This will need to include the viability and timescales of pursuing a CPO process.</li> </ul>
Q76 Land assembly and CPO  (Object)	<ul style="list-style-type: none"> <li>• Trinity College, Cambridge - This would not be supported in CSP because all matters should be achieved through discussion given there is strong shared ambition.</li> <li>• Veolia and Turnstone Estates - There should be no requirement for the Council's to consider use of CPO powers and this should not be included within the Area Action Plan.</li> <li>• Compulsory purchase is absolutely not justified in this setting. It is not right to think the council can buy up land they don't own.</li> </ul>

**Chapter 12 – Question 77 (Joint working)**

**Should the Councils actively seek to facilitate joint working between the various landowners/developers within the North East Cambridge area? If so, what specific matters could we target for joint working?**

- Respondents – 15
- Support – 8
- Object – 3

- Comment – 4

**Main issues in representations:**

33293, 33356, 33567, 33844, 32876, 33272, 33284, 33593, 33679, 33755, 33775

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q77 Joint working (Support)	<ul style="list-style-type: none"> <li>• Anglian Water Services Ltd - This should follow on from the development of the Area Action Plan with Anglian Water and other stakeholders as outlined in the extant Local Plan.</li> <li>• Cambridge Past, Present &amp; Future - Joint working is required.</li> <li>• U+I Group PLC - A joint approach will need to consider a range of issues including connectivity, infrastructure locations, parking/trip budget, smart-city coordination, delivery programmes, design principles, energy/utilities and waste etc.</li> <li>• Brookgate Land Limited – Fully support, evidenced by our continued engagement.</li> <li>• Also include community representation within this joint working to ensure developers don't just prioritise their own short-term economic needs.</li> </ul>
Q77 Joint working (Comment)	<ul style="list-style-type: none"> <li>• The Crown Estate - We suggest consideration is given to the appointment of a jointly funded independent lead of North East Cambridge Area Action Plan to give strategic governance, act as facilitator, to co-ordinate the preparation of joint studies, etc.</li> <li>• Ridgeons Timber &amp; Builders Merchants and Turnstone Estates/Veolia and Turnstone Estates - A coordinated approach will need to consider a range of issues including the potential relocation of the existing industrial uses including Ridgeons/Veolia.</li> <li>• Trinity College, Cambridge - Joint working focussed around connectivity, sustainable transport infrastructure and public transport.</li> </ul>

	<ul style="list-style-type: none"> <li>Do not want a duplicate of the CB1 area and the broken promises from Brookgate.</li> </ul>
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## Chapter 12 – Question 78 (Pre-Area Action Plan Planning Applications)

**Do you agree with the Councils’ proposed approach to dealing with planning applications made ahead of the Area Action Plan reaching a more formal stage of preparation?**

- Respondents – 5
- Support – 3
- Object – 0
- Comment – 2

### **Main issues in representations:**

33292, 33845, 33273, 33680, 33756

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q78 Planning applications (Support)	<ul style="list-style-type: none"> <li>• Anglian Water Services Ltd/Brookgate Land Limited - Proposals made ahead of the Area Action Plan reaching an advanced stage should be considered in the context of extant Local Plan and not watered down through the Area Action Plan process.</li> <li>• U+I Group PLC - A coordinated approach is required and decisions on applications should be made against the Area Action Plan with appropriate, equitable contributions made.</li> </ul>
Q78 Planning applications (Comment)	<ul style="list-style-type: none"> <li>• The Crown Estate - It is important that the Area Action Plan ensures that a "first past the post" position does not arise. We would suggest that applications for development on land within the Area Action Plan area henceforth need to have regard to the draft Area Action Plan and that the Councils seek to prioritise the</li> </ul>

	<p>formulation of a regime for the delivery of infrastructure etc.</p> <ul style="list-style-type: none"> <li>Trinity College, Cambridge - The recently adopted Local Plan made it clear that planning applications are capable of being granted planning permission in advance of the Area Action Plan being adopted, the Area Action Plan needs to adhere to this overarching policy position.</li> </ul>
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## Chapter 12 – Question 79 (Meanwhile (Temporary) uses)

### What types of ‘meanwhile uses’ should the Area Action Plan support for the North East Cambridge area?

- Respondents – 5
- Support – 1
- Object – 0
- Comment – 4

#### Main issues in representations:

33274, 33681, 33757, 33846, 33594

Question	Key Issues from Issues and Options consultation 2019
<p>Q79 Meanwhile uses (Support)</p>	<ul style="list-style-type: none"> <li>Cambridge Past, Present &amp; Future - It should be a balanced mix of public benefit use and customer buy in against the requirements of a construction site.</li> </ul>
<p>Q79 Meanwhile uses (Comment)</p>	<ul style="list-style-type: none"> <li>Anglian Water Services Ltd – Dependent on when/where WTC is being relocated to. Analysis must be made of potential risk of odour from Cambridge WRC and the acceptability of different types of development.</li> <li>U+I Group PLC - Would not expect policy to impose any particular restriction on types of use, with meanwhile uses serving to provide early foundations for the new Quarter of innovation. A positive policy approach to obligations and</li> </ul>

	<p>planning requirements will be needed to encourage temporary/meanwhile activation.</p> <ul style="list-style-type: none"> <li>• Brookgate Land Limited/Trinity College, Cambridge – Supportive of appropriate meanwhile uses where they add to the vibrancy of the area and its Science and Technology foundation.</li> </ul>
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## Chapter 12 – Question 80 (Meanwhile (Temporary) uses)

### Should there be any limit on the scale of a proposed ‘meanwhile use’?

- Respondents – 3
- Support – 0
- Object – 2
- Comment – 1

#### Main issues in representations:

33275, 33682, 33758

Question	Key Issues from Issues and Options consultation 2019
<p>Q80 Meanwhile uses  (Object)</p>	<ul style="list-style-type: none"> <li>• U+I Group PLC – Imposing a limitation on the scale of a proposed 'meanwhile use', is contrary to its purpose and prevents optimism of site, especially if it stifles innovation and creativity.</li> <li>• Brookgate Land Limited – Object to any limits.</li> </ul>
<p>Q80 Meanwhile uses  (Comment)</p>	<ul style="list-style-type: none"> <li>• Anglian Water Services Ltd – Any limits would be dependent upon the timing of the re-development of NEC, particularly when the WTC is relocated.</li> </ul>



## Chapter 12 – Question 81 (Meanwhile (Temporary) uses)

Do you think it appropriate to set a maximum period for how long a ‘meanwhile use’ could be in operation?

- Respondents – 3
- Support – 0
- Object – 1
- Comment – 2

**Main issues in representations:**

33276, 33759, 33683

Question	Key Issues from Issues and Options consultation 2019
Q81 Meanwhile uses (Object)	<ul style="list-style-type: none"><li>• U+I Group PLC - A minimum period should be based on the need and timetable for the permanent development. A reasonable period of operation is required in order to recoup the initial capital investment.</li></ul>
Q81 Meanwhile uses (Comment)	<ul style="list-style-type: none"><li>• Anglian Water Services Ltd - Any limits would be dependent upon the timing of the re-development of NEC, particularly when the WTC is relocated.</li></ul>

## Chapter 12 – Question 82 (Meanwhile (Temporary) uses)

Should the Area Action Plan also include a requirement for ‘meanwhile uses’ to demonstrate how they will add vibrancy and interest and/or deliver on the wider development outcomes and vision for the North East Cambridge area?

- Respondents – 2
- Support – 0
- Object – 1
- Comment – 1

**Main issues in representations:**

33277, 33684

<b>Question</b>	<b>Key Issues from Issues and Options consultation 2019</b>
Q82 Meanwhile uses  (Object)	<ul style="list-style-type: none"><li>• U+I Group PLC - 'Meanwhile' uses are temporary in nature and an approach that seeks to make efficient use of land, in a compatible manner with surrounding uses, so should be encouraged.</li></ul>
Q82 Meanwhile uses  (Comment)	<ul style="list-style-type: none"><li>• Anglian Water Services Ltd - It is unclear how 'meanwhile uses' as defined could demonstrate that they would contribute to the overall outcomes and vision for the re-development of the area and depends on the WTC relocation.</li></ul>

**Chapter 13 – Question 83 (Equalities Impacts)**

**What negative or positive impacts might the proposed plans have on residents or visitors to Cambridge with low incomes or who have particular characteristics protected under the Equality Act 2010? (The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation).**

- Respondents – 21
- Support – 2
- Object – 0
- Comment – 19

**Main issues in representations:**

32591, 32601, 32653, 32802, 32879, 32881, 32945, 32980, 33193, 33210, 33228, 33322, 33397, 33419, 33457, 33492, 33508, 33685, 33847, 32607, 32973

Question	Key Issues from Issues and Options consultation 2019
Q83 Equalities Impacts (Support)	<ul style="list-style-type: none"> <li>• Restricting accessibility by car could affect elderly, disabled or pregnant people, and those with young children. Good intentions for sustainability and inclusivity may damage community, for example by preventing elderly parents visiting residents.</li> </ul>
Q83 Equalities Impacts (Comment)	<ul style="list-style-type: none"> <li>• Campaign to Protect Rural England Cambridgeshire and Peterborough - An inclusive approach to community development should include the deprived areas of Arbury and King's Hedges, other existing communities within the proposed Area Action Plan boundary and the villages that will sit alongside it.</li> <li>• U+I Group PLC – A Health Needs and Impact Assessment, should be performed to better understand the challenges and issues faced in deprived neighbouring wards, so as to link into opportunities that will arise in NEC.</li> <li>• Trinity College, Cambridge – A successful Area Action Plan should make significant positive impacts to the wider community.</li> <li>• The bridge mentioned in point 6.25 "Crossing the railway line" should include road access to the north end of Fen Road. It would make a valuable positive impact on that community (a large percentage are an ethnic minority: Irish Traveller), with regards access to the emergency services, travel and employment opportunities, currently limited by the Fen Road level-crossing. Not doing this will increase division between rich and poor and breach the Equality Act.</li> <li>• All the walking and cycling infrastructure must be designed to be fully accessible to people with disabilities. That includes people who use adapted cycles, tricycles, tandems or mobility scooters to get around. All pathways and cycleways must be designed with parameters that are feasibly navigated by these vehicles.</li> </ul>

	<ul style="list-style-type: none"> <li>• There is very little mention of facilities and access for disabled people who cannot walk far or cycle. What are your plans to meet these needs?</li> </ul>
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### Chapter 13 – Question 84 (Other comments)

**Do you have any other comments about the North East Cambridge area and/or Area Action Plan? Are there other issues and alternatives that the councils should consider? If you wish to make suggestions, please provide your comments.**

- Respondents – 43
- Support – 5
- Object – 5
- Comment – 33

#### **Main issues in representations:**

32496, 32580, 32613, 32731, 32732, 32883, 32946, 33120, 33122, 33141, 33145, 33149, 33164, 33241, 33278, 33345, 33394, 33441, 33450, 33461, 33463, 33514, 33545, 33549, 33595, 33601, 33686, 33782, 33852, 32599, 32630, 32647, 32978, 33283, 33303, 33402, 33506, 33697, NECIO145, NECIO146, NECIO147, NECIO148, NECIO149

Question	Key Issues from Issues and Options consultation 2019
Q84 Other comments (Support)	<ul style="list-style-type: none"> <li>• Hurst Park Estate Residents' Association/Milton Road Residents Association - The consultation needs to address the issues which are likely to be of most interest to residents such as provision of genuinely affordable housing, not the official definition.</li> <li>• The Crown Estate - Supports a comprehensive approach to the planning and regeneration of the Area Action Plan area which contributes to the overall vision.</li> <li>• Provide vehicle access to the area east of the railway.</li> <li>• Provide for a church building within the North East Cambridge area.</li> </ul>

	<ul style="list-style-type: none"> <li>• Encourage sustainable travel, but without cutting off access for those who need cars.</li> <li>• Lesson can be learned from the Milton Road Project, namely developing working relationships between residents, stakeholders and the council as well as transport and traffic issues. Having someone as a resident's contact is essential.</li> </ul>
<p>Q84 Other comments (Object)</p>	<ul style="list-style-type: none"> <li>• The local authorities have not shown that the particular transport challenges which the proposals will pose for Milton Road can be addressed or will be addressed.</li> <li>• Object due to impacts on lack of clarity on how impacts on Fen Ditton and Ditton Meadows will be considered and minimised.</li> <li>• Oppose building heights.</li> <li>• Big mistake to omit a secondary school.</li> </ul>
<p>Q84 Other comments (Comment)</p>	<ul style="list-style-type: none"> <li>• Historic England - Glossary - Historic Environment typo - time rather than tine. We also suggest the addition of a definition for Conservation Areas.</li> <li>• Natural England - Planning positively for ecological networks, protected species and priority habitats using robust evidence will contribute towards a strategic approach for the creation, protection, enhancement and management of green infrastructure, as identified in the NPPF.</li> <li>• The Crown Estate - Welcome the opportunity to become actively involved.</li> <li>• Campaign to Protect Rural England Cambridgeshire and Peterborough - New WTC must not harm greenbelt, countryside, the River Cam corridor or other communities or water supply and must include suitable employment space.</li> <li>• Waterbeach Parish Council - Ensure that the required upgrade of the A10 corridor and sustainable transport links between Cambridge and Ely are strategically delivered (and managed by the LA) ahead of the proposed Waterbeach New Town and NEC development should they come forward together.</li> </ul>

	<ul style="list-style-type: none"> <li>• Cllr Hazel Smith - Please consider safeguarding a way to connect a foul sewer across under the railway. Inequalities in public services must not be made worse by the plans you are putting forward.</li> <li>• Railfuture East Anglia - Ensure that construction materials for the development should be as far as possible be delivered to and through the modern multiuser rail freight terminal already on site.</li> <li>• U+I Group PLC - Would encourage a specific section on education and health provision within the NEC, noting the different requirements of both on and off-site provision.</li> <li>• ESP Utilities Group LTD (Plant Protection Team) - Have provided advice regarding utility pipeline location and management during construction.</li> <li>• Close the level crossing.</li> <li>• Need link from Fen Road to A14.</li> <li>• Access to new site cannot be through Chesterton.</li> <li>• All rests on relocation of WTC. Where is it going? Only when this is sorted can a proper consultation take place.</li> <li>• Cycle paths need to be updated to include equestrians. Encourage the building of new homes immediately to meet the urgent need for housing.</li> <li>• Housing stock need to be council or housing association as current policy of shared housing and new buyer incentives is only driving up the prices, increasing the London commuter distance and generating large profits for developers who contribute nothing to the local community.</li> <li>• Lessons to be learned. We need to learn from the recent development at Cambourne and Northstowe of villages with limited travel links and poor-quality communities.</li> <li>• The consultation was too long since the previous consultation, with documents inaccessible, too long and detailed and consultation itself too short and not well-enough promoted which prevented it to be able to be understood and considered by the public fully. Consult in an open and transparent manner.</li> <li>• Very concerned about the increase of traffic this development will create.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Build publicly accessible toilets ideally of highest standards to make areas accessible to all.</li> <li>• Consider air quality with district heating schemes, if using fossil fuels do not burn in living and working areas.</li> <li>• If sewage passes underneath site will there be a pumping station? What happens if pump fails? No-one should end up living/working with the smell of sewage.</li> <li>• Parking controls should be in place from construction stage.</li> <li>• Cycleway surfacing needs to be considered and safety in the ice and snow. Consider heating paths.</li> <li>• Industries requiring lots of large lorries are incompatible with safe cycling and walking.</li> <li>• Integrate art into the design using high quality materials.</li> <li>• If excessive height and density is the only basis on which funding can be obtained to move the WTC, then it would be better to leave the sewage works where it is until an appropriate alternative approach can be found that is not alien to Cambridge.</li> <li>• Can the required infrastructure facilities for the high number of residences be provided? It seems highly unlikely.</li> <li>• More security at night.</li> <li>• In the action plan there is no provision for working with communities and individuals to instil behaviour change with respect to transport use. Nor is there any indication of research into current and anticipated population, dwelling, distance and amenity mix to ensure cohesion and connectivity.</li> <li>• There is the opportunity to create a bridge or underpass to Fen Road as well as improve planting in some areas.</li> <li>• The existing sewage works is in a great location to deal with growth in this area.</li> <li>• The local area beyond the site boundary should be improved.</li> <li>• Streets and spaces should be planned so they design out crime to avoid the mistakes of CB1.</li> </ul>
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**Interim sustainability appraisal – North East Cambridge Issues and Options 2019**

- Comments – 2

**Main issues in representations:**

33243, 32513

	<b>Key Issues from Issues and Options consultation 2019</b>
Interim Sustainability Appraisal (Comments)	<ul style="list-style-type: none"> <li>• Encourage the building of new homes immediately. Plan a site for a secondary school as part of the current sewage works land.</li> <li>• "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.</li> <li>• 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.</li> </ul>



### **3. Consultees at Issues and Options 2 (2019)**

The following organisations were directly notified of the consultation on the North East Cambridge Area Action Plan Issues and Options Report 2 in accordance with the Town and County Planning (Local Planning) (England) Regulations 2012 via email or by post where no email address was available (individuals are not listed).

#### **Duty to co-operate bodies**

Cambridgeshire and Peterborough Clinical Commissioning Group  
CATCH (Clinical Commissioning Group)  
Civil Aviation Authority  
Historic England  
Environment Agency  
Greater Cambridge & Greater Peterborough Local Enterprise Partnership  
Highways England  
Homes and Communities Agency  
Marine Management Organisation  
Natural England  
NHS England (Midlands & East)  
Office of the Rail & Road Regulator  
Transport for London

#### **Specific Consultation bodies**

Affinity Water  
Anglian Water  
Bedford Borough Council  
Bedfordshire and River Ivel Internal Drainage Board  
Braintree District Council  
British Gas  
British Telecom Network Capacity Forecast  
Cambridge Crown Court  
Cambridge University Hospital NHS Foundation Trust  
Cambridge Water Company  
Cambridgeshire Constabulary  
Cambridgeshire County Council  
Central Bedfordshire Council  
E.On Energy  
East Cambridgeshire District Council  
Ely Group of Internal Drainage Boards  
Essex County Council  
Fen Ditton Parish Council

Fenland District Council  
Hertfordshire County Council  
Highways Agency  
Histon and Impington Parish Council  
Homes and Communities Agency  
Horningsea Parish Council  
Huntingdonshire District Council  
Landbeach Parish Council  
Middle Level Commissioners  
Milton Parish Council  
Npower  
National Grid  
Natural England  
Network Planning National Grid Gas Distribution  
Network Rail (Town Planning)  
NHS Cambridgeshire  
NHS Cambridgeshire and Peterborough Clinical Commissioning Trust  
NHS Property Services  
North Hertfordshire District Council  
Npower Renewables  
Oakington and Westwick Parish Council  
Orchard Park Community Council  
Over and Willingham Internal Drainage Board  
Papworth NHS Trust  
Peterborough City Council  
Scottish and Southern Electric Group – SSE  
Suffolk County Council  
Swavesey Internal Drainage Board  
UK Power Networks (formerly EDF Energy Networks)  
Uttlesford District Council  
Waterbeach Parish Council  
West Suffolk (Forest Heath and St Edmundsbury Councils)

### **Councillors and MPs**

Cambridge City Council Members  
South Cambridgeshire District Council Members  
Cambridgeshire County Council Members (for Cambridge City and South Cambridgeshire wards)  
South Cambridgeshire Parish Councils  
Councils adjoining South Cambridgeshire District Council  
Local MPs

## **Community Organisations**

Various organisations representing equality groups (age, disability, race (including Gypsy and Travellers), faith) and the wider community.

## **Environmental Groups**

Various organisations representing natural environment, wildlife, historic environment, and sustainable travel interests.

## **Major City Businesses and Networks**

Various organisations representing business interests and local businesses.

## **Education**

Various education establishments.

## **Local Residents Associations/Groups**

Various residents' associations/groups and housing associations.

## **Key Delivery Stakeholders**

Various utility/power/telecoms providers, landowners/agents/developers, registered providers, transport providers.

## **Other**

Various other organisations such as emergency services, Hazardous Installations Inspectorate, Health and Safety Executive, local businesses in the Cambridge Northern Fringe area, Building Research Establishment, Design Council, Milton Country Park, house building groups, ramblers association and Sport England.

# Appendix C: Draft North East Cambridge Area Action Plan consultation (2020)

## 1. About the consultation

The Draft Area Action Plan consultation formed part of the regulation 18 consultation stage under the Town and Country Planning (Local Planning) (England) Regulations 2012. The purpose of the consultation is to invite responses about the Draft Area Action Plan, from all interested parties, including residents and businesses as well as stakeholders and other organisations.

The Draft Area Action Plan consultation was open for ten weeks and invited comments on the full Draft Plan which was published in an accessible digital (html) format as well as a static PDF. We also consulted on the following supporting documents during the consultation period:

[Sustainability Appraisal of the Draft Plan](#)  
[Habitats Regulations Assessment Scoping Report](#)  
[Draft Policies Map](#)

We also published the following supporting documents, but we did not invite comments on them:

[Equalities Impact Assessment](#)  
[Consultation statement](#)  
[Duty to Cooperate Statement](#)

Further extensive evidence base documents were also published alongside the consultation to allow interested parties to further understand the rationale and evidence underpinning the Draft Area Action Plan.

During the consultation period, extensive outreach and communications activities took place in order to engage our communities as fully as possible, despite the consultation taking place during the Covid-19 pandemic and therefore with very limited ability to interact face to face.

The aims of the project-wide communications and engagement plan were:

### **Spreading the word**

Communities and stakeholders should understand the vision and the narrative rationale behind it – why the Area Action Plan is shaped the way it is. People living, working and studying in North East Cambridge should be aware that there is major change coming to the area over the next few years.

Communities, in particular hard to reach groups, and stakeholders should know how to find out information, ask questions and get involved in commenting or consultation activities if they wish.

Engaging with the Area Action Plan process needs to be made as easy as possible, removing barriers for disengaged or hard to reach groups.

### **Accurate, widespread understanding of the proposals**

Communities and stakeholders should be aware of the key themes for the Area Action Plan and the broad overall outline of what is being proposed i.e. overall numbers, site area, etc.

It should be clear what the 'red lines' are – i.e. what can, and can't be influenced at this stage of the Area Action Plan development

A 'golden thread' from previous community engagement and consultation should be clear – there should be a demonstrated, clear and sound logic to the decisions that have been made.

Combat misinformation – myth busting.

Clear differentiation between the Area Action Plan, the Waste Water Treatment Plant DCO consultation, and other projects in the area (e.g. Brookgate, Fen Road, GCP transport projects) – demystifying a complex context

### **Developing a robust, well-informed plan**

The Area Action Plan should be informed by a broad understanding of the views among stakeholders and community members – including the views of those who are traditionally disengaged or under-represented, such as young people.

The Plan must demonstrate that there has been meaningful engagement throughout the development process, and that this been taken into account appropriately, shaping the Area Action Plan.

At a minimum, the requirements of the Councils' adopted Statement of Community Involvement must be met

The Draft Area Action Plan was available for inspection, along with various supporting documents and evidence base studies on the [Greater Cambridge Shared Planning Service website](#) during the consultation period. Interested parties were able to submit comments via the online consultation system linked to the website.

A contact telephone number and email address for the Planning Policy team was provided on all publicity material allowing interested parties without access to the internet to arrange to inspect the consultation documents at the following venues (subject to Covid-19 restrictions):

- Cambridge City Council Customer Service Centre, Mandela House, Regent Street, Cambridge

- South Cambridgeshire District Council Reception, South Cambridgeshire Hall, Cambourne Business Park, Cambourne

Hard copies of the consultation documents could also be requested through the Planning Policy team.

Regular updates regarding the Draft Area Action Plan were posted throughout the consultation period across all social media platforms for both the City Council and South Cambridgeshire District Council. Posts included short 'Frequently Asked Questions' videos and publicised a series of webinars that were held to enable members of the community and interested parties to learn more about the Area Action Plan and ask questions of officers. Due to Covid-19 restrictions, in-person events were largely not possible, but the team was able to attend one in-person event at the North Cambridge Community Partnership pavilion at Nuns Way Recreation Ground.

Other ways of publicising the draft plan included:

- A paper summary leaflet, along with a postal feedback form, which was distributed to all addresses on the site and in the surrounding area
- Email notifications to Statutory Consultees, including Duty to Cooperate Bodies and general consultation bodies as well as to all those who had submitted representations to previous consultations on the Area Action Plan, and those who had requested to be notified of Area Action Plan or general planning policy consultations in the two Council areas.
- A broad poster campaign at bus stops, noticeboards and community venues around the area as well as advertising on buses and at stations.
- A public notice in the Cambridge Independent newspaper and joint Cambridge City Council and South Cambridgeshire District Council press releases
- Distributing an information leaflet to the Gypsy and Traveller community adjacent to the North East Cambridge Area Action Plan site inviting feedback on the draft plan.
- An article in the South Cambridgeshire residents magazine – Summer 2020 edition
- Publicity in local newspapers, community newsletters and similar

## 2. Who did we reach with the consultation?

We used many channels and methods to reach out to communities and stakeholders. These different channels, and the numbers reached by each are summarised below.

### **Notifications to our mailing lists at the start of the consultation:**

Statutory consultees on the Cambridge City database (112) and South Cambridgeshire database (260)  
Individuals who had opted in to receive emails about the Local Plan, or general planning matters, on the GCSPS database (60), Cambridge City database (634) and the South Cambridgeshire database (218)  
Residents associations (39) and Parish Councils (96)  
We emailed all elected members and staff at both Councils  
We also encouraged other service areas to use their databases to spread the word.

While there is a level of likely duplication across databases, which it is not possible to estimate, over one thousand people across the Greater Cambridge Area will have been directly contacted via email. We sent letters to those statutory consultees and opted-in individuals on our database, where we do not have an email address contact for them.

### **Website visits**

There were 2,361 unique page views of the [North East Cambridge Area Action Plan landing webpage](#) during the consultation period.

### **Social media**

YouTube: over 126,000 video views.  
Facebook: a reach of over 300,000 unique users and over 9,000 engagements with 44 organic and promoted posts by the Councils' communications teams.  
Instagram: a reach of 138,072 users for 5 organic and promoted posts.  
Twitter: over 70 tweets using the #NECArea Action Plan hashtag, including 52 organic tweets from Council accounts.  
LinkedIn: nearly 2,700 impressions for 6 organic Council posts

### **Events**

We held a series of eight online Q&A webinar engagement events using the Zoom platform. In total, these were attended by several hundred members of the public. The webinars were recorded and made available on the [Cambridge City Council YouTube channel](#) and the [South Cambridgeshire District Council YouTube channel](#). The webinar recordings were watched online by a further 1,204 viewers. A record of the questions raised in webinars can be found in section 6 of this appendix.

Due to the COVID-19 pandemic, it was very challenging to attend in-person events due to social distancing and events were limited to 30 members of the public. However the team attended one event run by the North Cambridge Community Partnership, which was an open-air event at Nuns Way Recreation Ground. Around

30 members of the public spoke to the team on the day, and leaflets and information were given out.

## **Other**

A public notice was posted in the Cambridge Independent

Posters were displayed at bus stops, Council venues and other community venues

Advertising was displayed on bus display screens and at stations.

Articles about the consultation were printed in the City and South Cambridgeshire District Councils' resident magazines which are distributed to every household

A news release was distributed which resulted in local media coverage at several points in the consultation.

## **Did we reach a representative demographic?**

We sought, and received responses from individuals and a range of public, private and charitable organisations.

We asked respondents to complete a voluntary survey to tell us some information about themselves so we could evaluate the diversity of respondents. We received 88 responses to ten questions; not all respondents completed every question. The analysis below is of completed responses to each question and does not include those who skipped that question. The demographic findings must be taken in context as a 15% response rate of the total number of respondents to the consultation. Key findings were:

- The age demographic skewed broadly older. The chart below shows the age of respondents compared to data for the whole of Greater Cambridge (source: Cambridgeshire Insight population projections). An older demographic is typical of participation in public consultations similar to this and the number of younger people in Greater Cambridge according to census data skews younger due to the large number of students in the population. The proportion of respondents aged 25-44 was broadly proportional to the general population but it is clear that reaching young people continues to be a challenge.
- Respondents were mainly white and 7% identified as mixed or non-white in their ethnic background. This is a slightly lower percentage than the general population for Greater Cambridge, according to Census 2011 data.
- Over a quarter of respondents (28%) identified as having a religion with a further 8% answering 'prefer not to say'. 20% reported as Christian.
- 22% of respondents identified as having a physical or mental health condition or illness expected to last 12 months or more. 13% of Cambridge residents



and 13.9% of South Cambridgeshire residents reported a limiting long term illness or disability in the 2011 Census so this suggests that the consultation was particularly effective at reaching those with physical or mental health conditions.

- 82% of respondents were from a CB postcode.

### **3. How could representations be made?**

The Draft Area Action Plan consultation gave community members and stakeholders a variety of ways to respond and provide comments. The consultation sought responses to ten 'big questions' alongside the opportunity to comment each individual draft policies.

The ten 'big questions' had a Likert scale format where respondents were asked to indicate their level of agreement with a statement or proposal along a five point scale. Free text comments could also be made to all questions. Comments on policies asked respondents to indicate if they supported or objected to the policy, or if they were neutral (comment). Free text responses were sought.

The supporting documents (Sustainability Appraisal, Sustainability Appraisal Scoping Report and Habitats Regulations Assessment Scoping Report) were presented in PDF format and general free text comments were sought on each document.

Responses could be submitted via:

- Opus 2 Consult system – for all parts of the consultation including the supporting documents, with the ability to upload attachments and an unlimited word count. Representations entered directly into the Opus system were entered against a specific question or policy.
- Email – using a downloadable response form for all parts of the consultation including supporting documents. Responses could also be submitted via email without using a response form although all respondents were encouraged to use a response form to assist the analysis of comments.
- Post, using the form and freepost return envelope sent out with the consultation leaflet which included the ten big questions, or the downloadable response form.

We also collated questions asked at the public webinars and took notes of conversations at the face to face event.

### **Analysis of representations**

All representations received have been entered into the Opus Consult database by the officer team, for the purposes of keeping a complete record that can be analysed for plan-making. Where representations or comments were received via email or post, but the response form was not used and the representation did not explicitly identify which consultation question, or questions, their response referred to, their response has been entered against 'Question 11' in the database. Some respondents did not want their personal details published alongside their responses and therefore their comments could not be formally registered. However these responses are still of value and were considered as informal feedback.

To analyse the consultation feedback received, the team summarised the main points raised in each representation, and considered which specific policy each issue was relevant to. This report sets out what issues were raised of relevance to each policy, how these have been taken into account, and what changes have been made.

### **Redaction and personal data**

All submissions including attachments have been redacted of personal data in line with our privacy statements.

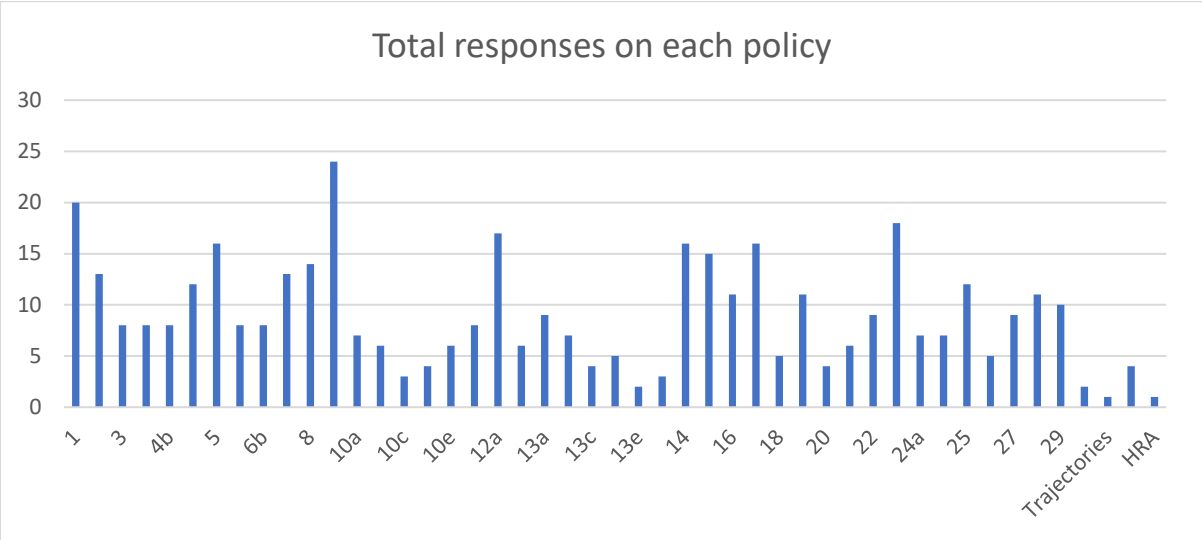
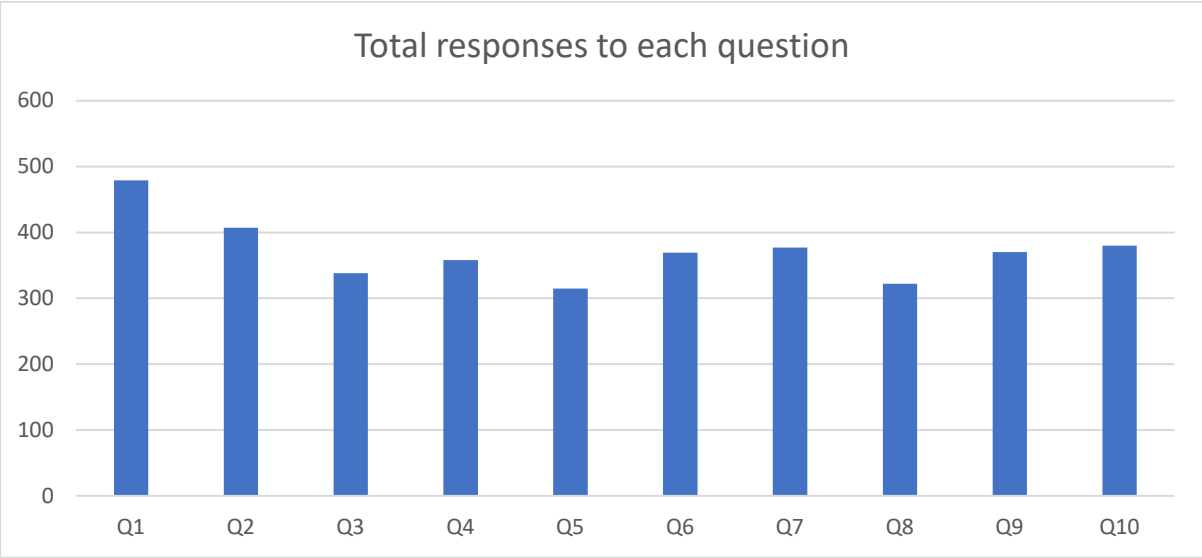
## **4. How many responses did we receive?**

We received responses and comments to the consultation through a number of channels:

<b>Method of responding</b>	<b>Number of unique respondents</b>	<b>Number of responses (answers to individual questions or policies)</b>
Total number of responses	576	4,218
Opus 2 Consult online consultation system	437	2,983
Email	69	626
Post	70	609

Informal responses (via email or post)	14	23
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Most respondents answered the ‘ten big questions’ in preference to commenting on the detailed policies. The charts below shows the percentage of the total number of responses received for each question and each policy/supporting document.



## 5. What comments were received, and how have we taken them into account?

### Introduction

This section includes the following sub-sections:

- **Analysis of responses to the ten big questions** – the ten big questions were provided in the consultation alongside a summary of the plan, to enable respondents to view and comment more quickly on the draft plan.
- **Analysis of responses to the draft Area Action Plan** – these set out the responses to the policies within the plan itself, including:
  - What you told us previously at Issues and Options (2019), and how your comments in that consultation were taken into account
  - What you told us about the Draft NEC AAP (2020), and how your comments in that consultation were taken into account
  - Summary of changes to the policy between draft plan and Proposed Submission Plan, arising from consultation responses and other sources such as internal officer comments and Sustainability Appraisal.
- **Schedule of representation reference IDs and the policies they relate to** – this provides an index of all the responses received to the Draft North East Cambridge Area Action Plan in numerical order of representation ID and identifies the specific policy or policies that the responses relate to.

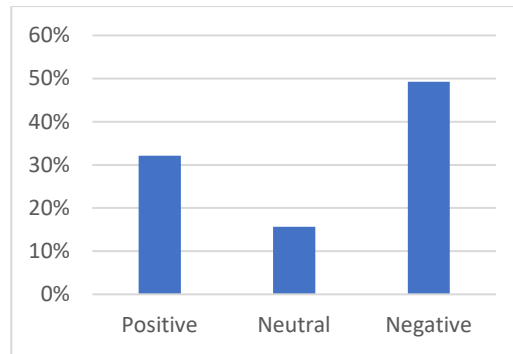
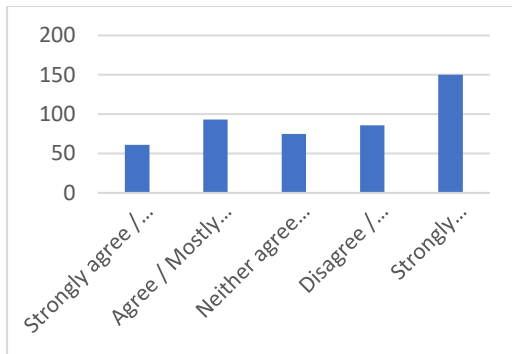
See also Appendix C1: North East Cambridge Area Action Plan: text changes between draft plan and Proposed Submission versions, which is a tracked changes version of the Proposed Submission Plan showing all text changes from draft plan.

### Analysis of responses to the ten big questions

In this sub-section of the report, a quantitative analysis is presented for each of the ten big questions.

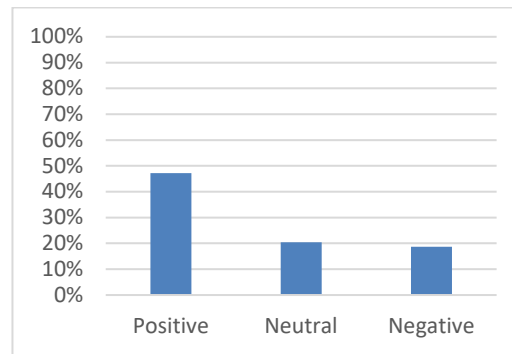
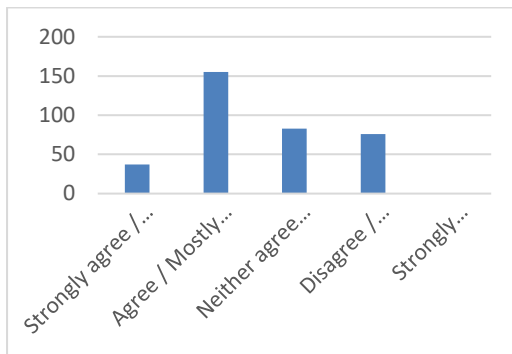
The detailed issues raised in each response have been analysed in relation to the most relevant policy and the sub-section below this one sets out the issues raised, how they have been considered by the Councils, and summarises the changes made to each policy in response.

**Question 1: What do you think about our vision for the Area Action Plan?**



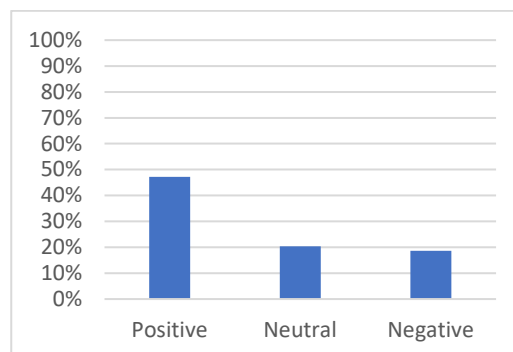
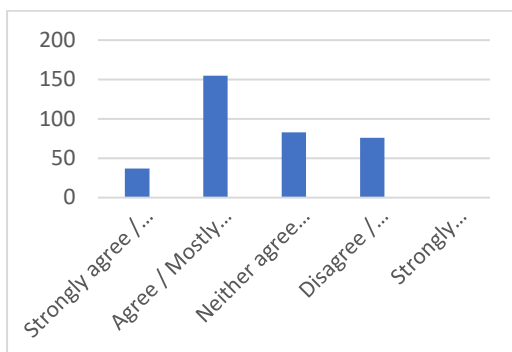
479 responses were received to this question and most of the written comments related to the vision and objectives, which are further considered below.

**Question 2: Are we creating the right walking and cycling connections to the surrounding areas?**



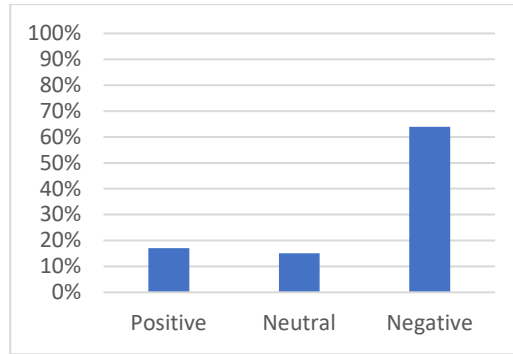
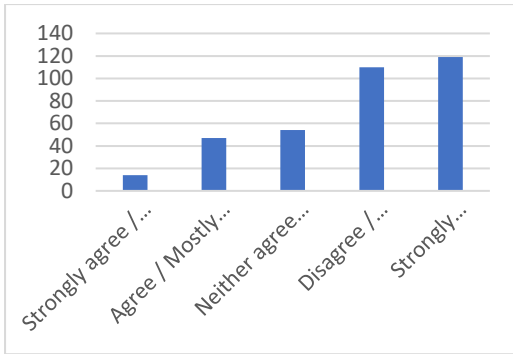
407 responses were received to this question and the content has been considered in relation primarily to policies 16 and 17.

**Question 3: Are the new 'centres' in the right place and do they include the right mix of activities?**



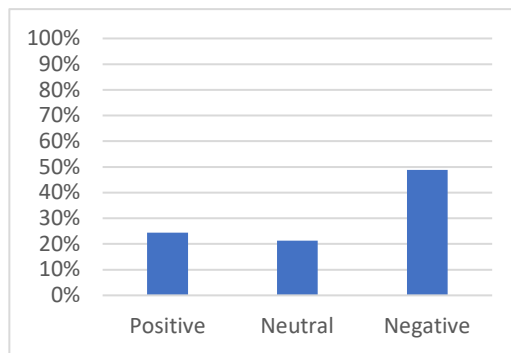
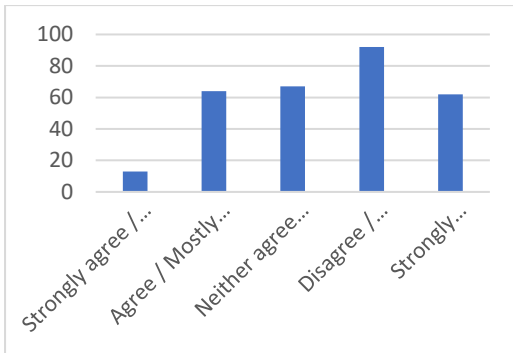
338 responses were received to this question and the content has been considered in relation primarily to policies 10a-10e.

**Question 4: Do we have the right balance between new jobs and new homes?**



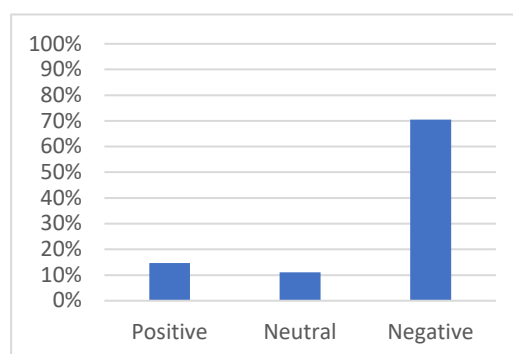
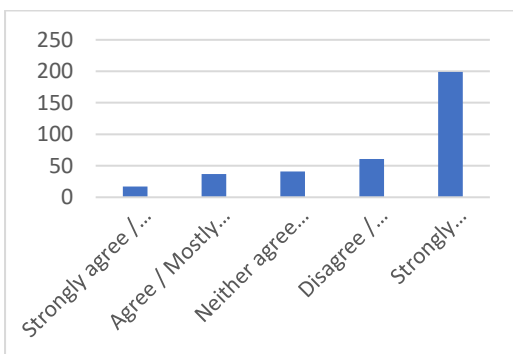
358 responses were received in relation to this question and the content has been considered primarily in relation to policies 1, 12a, 12b and 13a.

**Question 5: Are we planning for the right community facilities?**



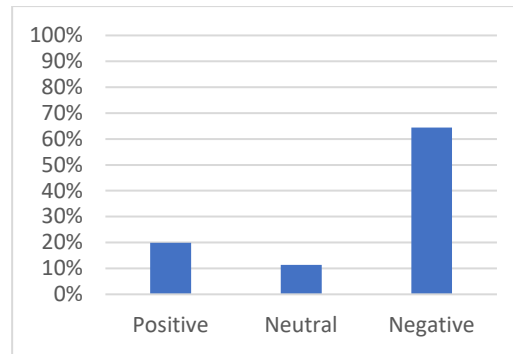
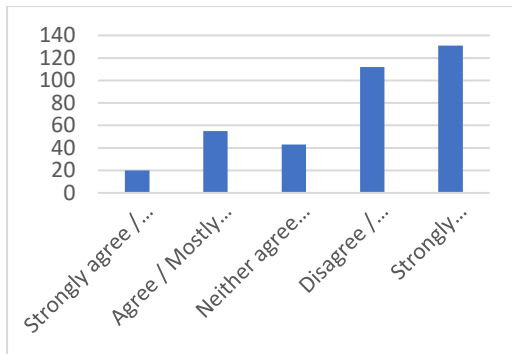
315 responses were received to this question and the content has been considered primarily in relation to policies 14 and 15.

**Question 6: Do you think that our approach to the distributing building heights and densities is appropriate for the location?**



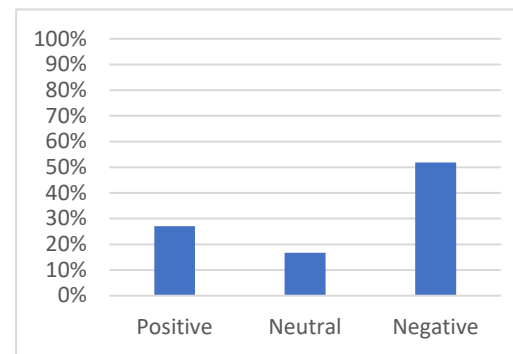
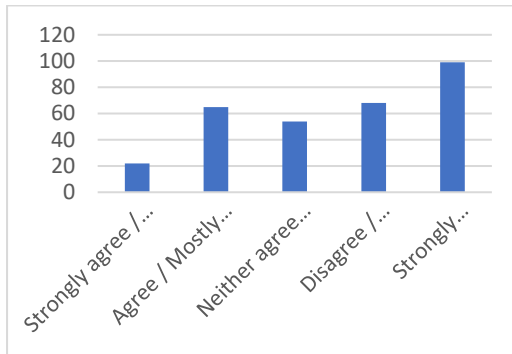
369 responses were received to this question and the content has been considered primarily in relation to policy 9.

**Question 7: Are we planning for the right mix of public open spaces?**



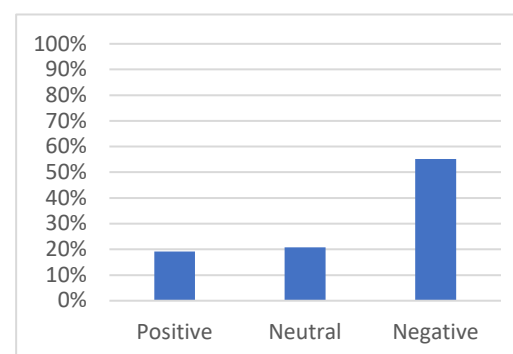
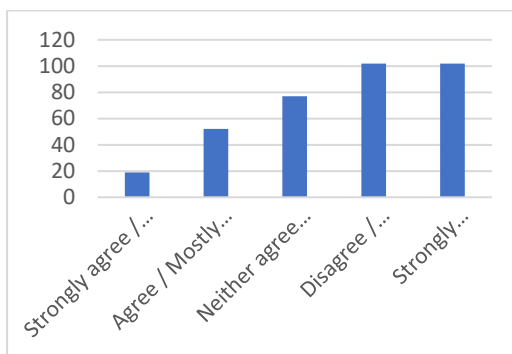
377 responses were received to this question and the content has been considered primarily in relation to policy 8.

**Question 8: Are we doing enough to improve biodiversity in and around North East Cambridge?**



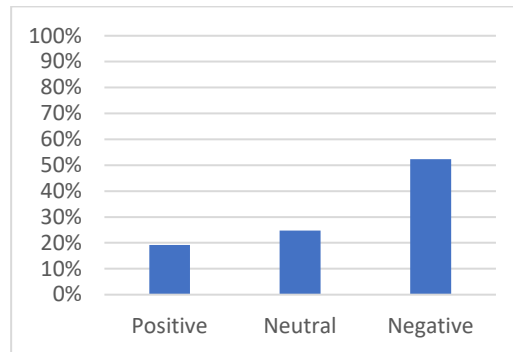
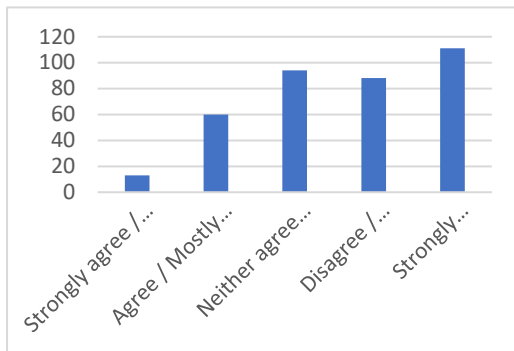
322 responses were received to this question and the content has been considered primarily in relation to policy 5.

**Question 9: Are we doing enough to discourage car travel into this area?**



370 responses were received to this question and the content has been considered primarily in relation to policy 22.

## Question 10: Are we maximising the role that development at North East Cambridge has to play in responding to the climate crisis?



380 responses were received in response to this question and the content has been considered primarily in relation to policies 2, 3, 4a, 4b and 4c.

### Analysis of responses to the draft Area Action Plan

#### Analysis of responses relating to the vision and strategic objectives

##### What you told us previously at Issues and Options (2019)

In relation to the proposed vision, there was support for the emphasis on low carbon, living and working close to home, transport improvements, and inclusivity. Some comments suggested further emphasis was needed on cycling and public transport, culture, and on provision of services and facilities. Other comments questioned the relationship of the vision with the proposed site area, with one noting that NEC addresses two distinct areas, and another questioning whether the vision could be considered inclusive when it excludes the Fen Road Traveller site.

In relation to the plan's objectives, comments addressed the following themes:

- Objectives including a focus on zero-carbon – there was support for this ambition. There was concern that economic growth objectives will make zero carbon harder to attain. Other comments suggested that wording should be added that acknowledges Water Treatment Centre relocation will contribute to mitigation of climate change, and that the Plan should exclude concrete to allow for zero carbon goals.
- Objectives addressing transport - there was support for integrating development with public transport, walking and cycling infrastructure. Comments suggested highlighting equestrian/horse-riding benefits, and embracing innovative ways of travelling beyond the motor vehicle. More broadly, comments suggested creating jobs would create less congestion and pollution at a location where there is an excess of residential, such as Cambourne.



- Objectives addressing the natural environment – there was support for an environmentally green infrastructure framework, as well as for SuDS integration. Comments for revisions suggested that net gain must create a network of natural greenspace, there could be specific reference made to ‘natural capital’, that it would be helpful to make clear that SuDs is not limited to green spaces, and that the biodiversity aim in Objective 7 unlikely to be met without the inclusion of a green corridor.
- Objectives addressing design – comments suggested that there needed to be reference to the historic environment, and to vernacular buildings and materials. Another comment suggested that the ‘strong identity’ claim will fail as the site is clearly two distinct places separated by Milton Road.
- Objective 12 addressing jobs – comments supported the shift from employment-led regeneration to intensified mixed use. Some comments suggested that the objectives should be broader to allow future economic growth rather than constrain it. Other comments noted the need to consider carefully the existing established businesses in the local area, and questioned whether there would be a truly diverse range of quality jobs on the site.
- Objective 18 addressing density – responses varied, with some suggesting development must be spread out and low level, and others suggesting that density should be maximised noting that the NEC is a large brownfield site with excellent public transport and potential to be highly sustainable.

### **How your comments have been taken into account**

We developed the vision to include greater definition of the kind of place North East Cambridge will be as a new city district, to identify the mix of uses proposed, and to emphasise the integration of North East Cambridge with surrounding neighbourhoods.

We developed the objectives, grouping them into topics responding to key phrases in the vision. We amended the content of the objectives in response to representations, including by strengthening support for low carbon by referencing the Councils’ climate and biodiversity emergencies, providing additional clarity on the approach to connectivity to and through the site, adding in more specific references to health, including healthy new town principles, adding further focus on infrastructure, adding more explicit support for economic growth and revising the wording around density.

### **What you told us about the Draft NEC AAP (2020)**

Comments supported the low carbon ambition for North East Cambridge, including seeking to prioritise active travel and public transport use, as well as the intention to integrate development with surrounding communities. Some comments were concerned that the city district vision was inappropriate for the edge of city location, and others sought further emphasis and clarification for a more location-specific sense of place. A number of comments sought greater focus on specific themes such as affordable housing, inclusive development, and the historic environment.

Other comments expressed support for vision, but concern that: the AAP policies won't support this, in particular noting the density of development and associated mix of housing and lack of green space provision; and/or that the vision couldn't be delivered, in particular noting the challenge of delivering the transport strategy minimising impacts on the wider network.

Comments expressed support for:

- The low carbon ambition for North East Cambridge, seeking to prioritise active travel and public transport use
- The intention to integrate North East Cambridge with surrounding communities
- The aim of creating a beautiful city district
- The aim of creating a walkable district incorporating jobs, education and services

Examples of supportive responses included:

- "The AAP area is the largest brownfield site in Cambridge and is extremely well served by existing public transport. It therefore has the potential to transform into a high-quality gateway to the city and act as a catalyst for the regeneration of the wider area."
- "The focus on local amenities, jobs, education etc. seems very sensible, as do the strong emphasis on walking and cycling."
- "A connected, eco friendly, cultural and vibrant hub of activity and community is what NE Cambridge desperately needs."
- "Firm integration with surrounding communities to allow them to develop in addition to the new community is so important. King's Hedges, particularly, has so few amenities (shops, pubs, cafe etc)."
- "I like the references to local facilities, beautiful buildings, green spaces, and good walking and cycling links with surrounding areas."

Concerns and issues raised by responses included:

- The vision and objectives should aim explicitly for net zero carbon, beyond low carbon
- Disagreement with the nature of the vision, suggesting that it is too urban for North East Cambridge's location on the edge of Cambridge.
- The vision should be reconsidered in the light of COVID-19's impact on working patterns
- Support for higher employment provision than that proposed, and for the vision to be more specific in supporting the internationally significant knowledge economy Science and Innovation Parks to evolve in order to build upon their world-renowned reputations.
- North East Cambridge should support a circular, localised economy
- The vision doesn't say who the new jobs and homes are for
- The site includes the Cambridge Science Park but the mixed use vision doesn't wholly apply to it

- Comments seeking a more location-specific sense of place, including in terms of architectural design of buildings and communal space, and noting the site's connection to the rest of the East of England or London
- Disagreement with the aim of discouraging car use, including noting the emergence of electric vehicles
- Seeking more explicit reference to an inclusive development for groups including disabled people, children and young people, older people, and those on lower incomes
- The vision ignores the adjacent traveller community
- Comments requesting specific additions to the vision and objectives, including the following:
  - Add specific reference to provision of healthcare infrastructure
    - “It will provide a significant number of new homes, a range of jobs for all, local shops and community facilities, including appropriate health care infrastructure”
  - Add specific reference to layout, choice of materials (and their long term resilience and attractiveness), range and type of "must have" facilities together with landscaping and architecture make this a place where people are proud to live and work.
  - Need greater focus on quality of life
  - Need greater emphasis on high quality development
  - Request for more explicit support for affordable housing, and greater clarity on its definition
  - Add specific reference to the historic environment and the importance of drawing on, reflecting, protecting and enhancing that through new development.
  - Active travel should refer to equestrians
  - Add specific reference to dedicated community gardens and space for allotments
  - Add specific reference to access to green space
- Support for vision but concern that the AAP policies won't support this, in particular noting:
  - the level of housing proposed
  - the density of development and associated mix of housing and lack of green space provision;
  - the plan is overly focused on supporting economic growth at the expense of the climate
  - Disagreement with the idea of moving the Water Treatment Works
  - Concern about lack of green space provision
- Support for the vision but concern that it won't be delivered, in particular noting the challenge of delivering the transport strategy minimising impacts on the wider network.

Examples of representative comments included:

- We could use this opportunity to set aside much more land for recreational green space and nature reserves, with a mode a modest amount of additional

environmentally friendly housing to alleviate the lack of housing in the area currently.

- “It should explicitly aim for Net Zero Carbon”
- “Far too dense and incongruous with Cambridge”
- “This really ought to be an opportunity for an outstanding sustainable ‘garden suburb’ development for the 21st century (perhaps drawing inspiration from BedZED, and not modern-day Singapore.”
- “The vision states that NECAAP will have ‘a real sense of place’. What does this mean?”
- “I would like to see more focus on providing homes and services for those in lower-income brackets”
- “We believe in the vision and principles which focus on a place for everyone with everything nearby. The focus on getting more people walking and cycling is particularly welcome to ensure a healthy, safe, and vibrant community that will lead to a zero-carbon future. However, the details given in the longer Area Action Plan and supporting documents do not give confidence that this vision will be implemented successfully.”

### **How your comments have been taken into account**

The draft plan’s vision and objectives were in the main broadly supported by representations, and as such their core components have been retained for the Proposed Submission Plan. Comments suggesting that the nature of the vision should be fundamentally altered, such as those suggesting the vision is too urban for North East Cambridge’s location or disagreeing with the aim of discouraging car use, have been noted but have not resulted in changes to the document given the site’s good levels of accessibility by public transport, it is a significant brownfield site within the city and is supported by evidence that this is the most sustainable site out of the preferred sites identified in the emerging Greater Cambridge Local Plan.

Comments suggesting that the vision should include an aim of net zero carbon have been noted, but have not resulted in changes to the document, given that as the Area Action Plan is only able to require new development to achieve zero carbon standards rather than retrofit existing buildings across the AAP area.

Comments suggesting additional focus on issues such as inclusive development and affordable housing were noted. It was considered that the draft plan’s wording adequately addressed these important issues.

Amendments have been made to the vision and objectives responding to comments seeking additional focus on high quality design, infrastructure (including healthcare and growing spaces) and local heritage.

Concerns that the AAP policies won’t support the proposed vision, and that that it won’t be delivered, were considered in relation to the relevant policies in the Plan.

## **Summary of changes to the policy**

### **Vision**

Amendment to the vision to include specific reference to North East Cambridge being a healthy place, reflecting the Councils' priority of this ambition as set out in objective 4.

Amendment to the vision to include specific reference to high quality development, responding to representations highlighting the importance of good design to make North East Cambridge a place where people are proud to live and work.

### **Objectives**

Amendments to the objectives include the following:

#### **Objective 1**

Addition of reference to sustaining the transition to renewables to respond to officer comments noting the importance of not just reaching net zero carbon but sustaining it.

Addition of reference to blue infrastructure as well as green to clarify the important role of the water environment within and close to North East Cambridge.

Addition of reference noting that provision of green and blue infrastructure will help mitigate the climate emergency, responding to officer comments.

#### **Objective 2**

Addition of reference creating opportunities for social integration, community engagement and connecting people with nature

Addition of reference to a greater breadth of social infrastructure including community, sport and health infrastructure, responding to representations asking for reference to health infrastructure in particular.

Addition of reference to the area's unique heritage to respond to representations asking for specific reference to the historic environment.

#### **Objective 3**

Addition of reference to an integrated economy, that meets the needs of people living and working within the area, responding to representations querying who the proposed jobs were for.

Additional reference to high quality community, cultural and open space facilities

#### **Objective 4**

Addition of reference to providing a series of walkable neighbourhoods, and also streets and spaces which enable social interaction and play, responding to representations encouraging a focus on high quality design including provision of communal spaces.

Additional reference to food growing activities, responding to representations asking for this.

### **Policy 1: A comprehensive approach at North East Cambridge**

#### **What you told us previously at Issues and Options (2019)**

- There was overall support for the creation of a higher density mixed use residential led development to the east side of Milton Road and the benefits of providing homes and employment near each other supported by good sustainable transport options was highlighted. The opportunity to comprehensively plan the area and relocate heavy industrial uses and remove associated vehicle movements was welcomed, in particular away from existing homes and schools.
- There was overall support for the intensification of employment floorspace across the North East Cambridge area. The opportunity to redevelop existing outdated commercial premises and provide space for small and medium-sized enterprises, retail, leisure, and creative industries was highlighted.
- The reuse of brownfield land for development was supported subject to being able to provide viable alternative sites for the existing uses.
- Concerns were raised about displacing existing industrial uses and the need to provide a range of jobs for different skills, not exclusively hi-tech jobs.
- Some responses felt that the Trinity Hall Farm Industrial Estate should not be a residential led mixed-use area.
- Some comments highlighted that in planning the new district, the operational needs of existing businesses will be a crucial consideration and the land use planning should result in a place that limits noise in proposed and existing residential areas.
- Some comments highlighted the need for an evidence-based approach to support decision making about what land uses can be accommodated as part

of the North East Cambridge area, and for some flexibility. Viable and convenient alternative locations for existing businesses that are not compatible with residential uses need to be found.

- Responses stated that GP and pharmacy provision are needed alongside small economically viable retail space. The cultural offer needs to be planned too with arts and meeting spaces to help the community establish and develop an identity. It was emphasised that there needs to be flexibility in the way in which services and facilities are provided and that meanwhile/interim uses are important alongside maintaining appropriate existing uses.
- There was support for the creation of public space for events and a wider green space network. You felt that there should be a choice of places to go such as restaurants and that a community centre and sports centre should be included in the planning of the new district. All uses should be supported by an easily accessible cycle and walking network to link Cambridge Science Park and Cambridge Regional College to the west with development to the east.
- Providing the right facilities to support a walkable place was raised as an important consideration with a secondary school highlighted as an omission. It was felt that a secondary school is a key component to support a new community and community cohesion as well as reducing the need for people to travel elsewhere.

### **How your comments were taken into account**

- The proposed policy establishes a clear expectation that North East Cambridge will take a comprehensive placemaking approach to development that will result in a distinctive, high-quality, and coherent new city district. Crucial to this is the requirement for development to accord with the Area Action Plan Spatial Framework and other supporting diagrams within the plan, that identify the strategic spatial design requirements across the whole of the plan area.
- The policies within the plan, combined with their supporting diagrams, provide a sound basis for the re-provision of existing businesses as part of the overall regeneration plan for North East Cambridge. The need to re-provide existing commercial and industrial floorspace in more efficient forms and in better locations is fundamental to creating a higher density and efficient form of development that will make best use of the site and deliver much needed homes close employment and supported by sustainable transport options.
- A Cultural Placemaking Strategy has been prepared to provide an understanding of what the new District needs beyond the typical 'retail space'

to deliver a richer and more complete urban living experience. As such the comments about the provision of other uses within the North East Cambridge area have been taken forward with an evidence-based approach taken to inform what and how provision should be made.

## **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- The draft AAP is not appropriate in scale, density, heights (lacking character) or location e.g., too close to A14
- Too general in approach / too selective and heavily focused on topics such as climate change and not enough focus on affordable housing provision
- The approach is too heavily based on the relocation of the Waste Water Treatment Plant, which shouldn't be relocated to a Green Belt site, and needs to be clearer in approach and impact
- The phasing and delivery of key infrastructure and facilities needs to be ensured from the start of development and throughout (e.g., maintained and managed well) to cater for large population in and surrounding the area e.g., schools, shops, and GP's – concern for lack of secondary school and need for clearer justification/evidence for safeguarding site
- Existing businesses need to be relocated to appropriate locations and their needs should be addressed further alongside 'meanwhile' uses that are compatible with existing businesses
- The spatial framework and supporting diagrams are too prescriptive - needs to be more flexible and marked as indicative
- Need to get balance right between employment and provision of homes – much greater emphasis should be given to housing
- The AAP needs to be clearer in the mechanisms in which job opportunities will be achieved and how will driving be reduced if people are travelling into the area to work?
- The impacts of Brexit and Covid-19 on the AAP have not been set out e.g., demand for office floorspace / need for retail / housing needs

There were a number of comments that agreed with the overarching aims and principles expressed in the Area Action Plan vision but expressed varying degrees of concern about whether the approach in the Plan would actually provide a comprehensive approach at North East Cambridge. There were also concerns regarding the relocation of the Waste Water Treatment Works, how essential supporting infrastructure would be delivered to support



development in a timely way and how a large increase in the number of new jobs would create a well-balanced new community that would also address the housing needs of Cambridge.

Comments expressed support for:

- General support for the approach and content of Policy 1
- Phasing to ensure compatible meanwhile uses with existing businesses
- Further developing the spatial framework to accommodate retained infrastructure and new assets within the layout
- A comprehensive mixed-use development including the provision of homes and jobs.

Examples of supportive responses included:

- “I generally support the development of the area. It is quite a far-reaching and lovely plan in many ways - I like the green corridors, the new centres for commerce/socialising, and actually a fan of more dense in building but ensuring access to green space, trees etc)”.
- “This is an excellent way of meeting the targets for accommodation, jobs and supporting facilities. Being a considerable distance from Cambridge centre it should not dominate the sense of place that makes the city special, nor, it is hoped, detract from the key views over the city”.
- “I love the vision, it is the implementation that I worry about. Yes, please, let's have a walkable, cycleable, car-discouraging development with a sense of community and clean air!”
- “I think it's great having a development that is planned for a sustainable future, taking the climate and biodiversity emergencies into account. Car-free. streets, green spaces, great”.

Concerns and issues raised by responses included:

- Lack of comprehensive approach to development
- The relocation of the WWTW to a Green Belt site
- The proposed residential heights and densities are too high
- Disingenuous that this is an eco-friendly development

Examples of representative comments included:

- “Compared with strategic sites such as Cambourne, Northstowe and Waterbeach, the scale of residential development proposed is comparable, but necessitates residential densities that are unprecedented in the Cambridge area”.

- “Concerned that a piecemeal delivery may already be locked in by construction and planning applications currently underway and the reliance on individual landowners and developers. We support Cambridge Past, Present and Future’s recommendation to establish a Special Purpose Vehicle such as a locally-controlled Development Corporation to ensure that the vision for the area can be properly realised”.
- “I think it is frankly duplicitous and disingenuous to be promoting the eco advantages of using this brownfield site when nearby greenbelt land is being destroyed in order to free up the brownfield site through the relocation of the sewage works. I don't believe the eco and climate impact of the sewage works has been included in the eco impact assessment of this build and you cannot divorce the two”.
- “The number of jobs, and therefore commercial office space, in the development is disproportionately high. Given that there is already a housing shortage in Cambridge, why allow for more commercial space that will lead to more jobs, leading to more demand for housing? In addition, after the COVID pandemic dies down, there will clearly be reduced demand for office space, so providing so much commercial space in this development is foolish”.
- “Cambridge desperately needs affordable housing but they must be homes where people want to live and can grow with their families, not high-rise rabbit hutches”.

### **How your comments have been taken into account**

North East Cambridge will play an important role in the future growth of Greater Cambridge over the Plan period and beyond. The Council’s evidence has demonstrated that the site is the most sustainable site out of the Council’s preferred sites in the emerging Greater Cambridge Local Plan. Through the comprehensive redevelopment of the area, the AAP creates a planning framework that can optimise development to create a new city district that supports new homes, jobs, community facilities and services as well as open spaces.

To this end, it is essential that all development proposals make a positive and meaningful contribution to delivering the Vision and Objectives of the Area Action Plan and that the councils, landowners, development, the community, and other partners work together.

The Area Action Plan has been prepared to provide the framework for North East Cambridge which is predicated on the relocation of the Waste Water Treatment Works through a Development Consent Order (DCO) process. This is a separate process to the Area Action Plan and as such, any proposal to

relocate the existing facility will be required to address existing adopted planning policies to support any future planning application.

Further work has also been undertaken to support the Area Action Plan since the publication of the draft Plan in 2020, including further evidence studies on heritage and townscape impacts and the relocation of employment uses. Alongside the comments on the draft Plan, this has informed the subsequent changes to the AAP Spatial Framework and policies.

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. There are also reductions to building heights and densities across the AAP area which are set out within the relevant AAP policies.

### **Summary of changes to the policy**

Amendments to improve the effectiveness of the policy, including:

- Revise the quantum of development to approximately 8,350 new homes, 15,000 new jobs.
- New first paragraph clarifying the requirement to achieve comprehensive development.
- Add reference to the Combined Authority as a strategic partner for collaboration.
- Add requirement to secure and deliver a strategic site environmental noise barrier close to the A14.

### **Policy 2: Designing for the climate emergency**

#### **What you told us previously at Issues and Options (2019)**

##### **Carbon reduction targets**

- There was clear support for the setting of targets that reflected the climate emergency.
- Decarbonisation of the grid should be considered, to ensure that the redevelopment of the area is not locked into the use of potentially higher emitting technologies over time.

## **How your comments were taken into account**

- In light of our legal obligations the North East Cambridge Area Action Plan must place development on a clear pathway towards net zero carbon by 2050, giving consideration to all aspects of net zero carbon over which planning has influence.
- Further work is being undertaken to identify what future targets would look like, building on carbon footprint and carbon budget work already undertaken for the area and considering the implications of governments Future Homes Standard on the framing of carbon reduction targets.

## **Wider approaches to climate change and sustainable design and construction**

- You generally supported the approach outlined for setting clear and measurable targets for sustainability, supporting an aspirational approach to sustainability with some calls for flexibility in how these aspirations were applied.
- There were calls for us to increase the minimum standard for non-residential schemes from BREEAM 'Excellent', which is adopted policy for the rest of Cambridge and already achieved by schemes already under construction at North East Cambridge, to BREEAM 'Outstanding'.
- Some supported the use of the BREEAM 'Communities' standard, while others felt that further work was needed to see if such a standard would secure effective outcomes for the Area Action Plan area.
- You asked us to follow guidance from notable charities and NGOs such as the UK Green Building Council, who have developed a Framework for Net Zero in the Built Environment.
- Many recognised the opportunities that the scale of development at the site presented in terms of energy and water.
- You asked us to consider the embodied impacts of buildings and infrastructure as well as opportunities for the promotion of circular economy principles, embracing and supporting innovative smart-tech and infra-tech.

## **How your comments were taken into account**

- The proposed policy carries forward many of the options previously consulted on, some of which the Councils are required by law to include in its Local Plans, through the Planning Act (2008). Other elements are supported by the National Planning Policy Framework, which, at paragraph 149, places a duty on local planning authorities to adopt "a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures".

- The preferred policy will help to ensure that development at North East Cambridge mitigates its climate impacts in terms of reducing emissions, as well as ensuring that the site is capable of adapting to our future climate.
- In terms of construction standards for new non-residential development, as per the option outlined in the 2019 Issues and Options consultation, BREEAM 'Excellent' is recommended as the minimum construction rating. BREEAM 'Outstanding' represents innovation, with less than 1% of the UK's new non-domestic floorspace achieving this standard. It is not the Building Research Establishments (BRE) intent for 'Outstanding' to be applied to all schemes, but to remain an indicator of innovation. BREEAM 'Excellent' represents best practice, being equivalent to the performance of the top 10% of UK new non-domestic floorspace, while a basic rating of BREEAM 'pass' represents standard practice. We therefore consider that BREEAM 'Excellent' should be the baseline standard for North East Cambridge, but that policy should include an ambition for schemes to target BREEAM 'Outstanding', in keeping with the vision of the site being a place for innovative living and working. This would build on the approach being taken on other sites in Cambridge, for example at the University of Cambridge's West Cambridge site.
- While the focus of policy is on BREEAM certification, the policy is supportive of alternative sustainable construction standards for both non-residential and residential development, for example, the Passivhaus standard.

## **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- Support for emphasis on future climate and related policy requirements— development should be zero carbon
- Lacking ambition - Why is the plan no longer carbon free. Needs to be more transparency about true carbon cost and environmental of NEC (including relocation of WWTW)
- Build to Passivhaus standard/need stronger commitment to clear and ambitious building/construction and water efficiency standards
- All homes should have solar panels and ground source heat pumps
- Support for food growing opportunities across the site and wider circular economy activities
- Given the high degree of uncertainty about climate adaptation and social trends over the next few decades, the Action Plan must promote highly adaptable designs of buildings and spaces.
- Support for green roofs for all flat roofs, productive roofscapes, green walls

- Need to have similar construction/sustainability standards as Eddington development (Marmalade Lane (K1), Goldsmith Street)
- Proposals should start with a more carbon-realistic limit on trips and parking spaces (need to begin with a carbon budget)
- Inclusion of embodied carbon is crucial
- Target net zero by 2030 not 2050
- Need for a site wide approach – masterplanning for climate change
- AAP should prescribe standards but allow developers flexibility in achieving them

While there was support for the role of planning in responding to the climate emergency, it was clear that many respondents considered that the AAP needs to set clearer and more ambitious targets related to net zero carbon development and construction targets needed to achieve this with a sense of urgency. Reference was made to schemes such as Eddington, Goldsmith Street and Marmalade Lane. This was contrasted by submissions that, while supporting the general thrust of the policy, considered that there was a need for a degree of flexibility to allow for changes to technologies and solutions.

Many respondents queried how such a dense development could adequately respond to the climate emergency, highlighting issues including the carbon associated with construction and also the environmental impact of relocating the sewage treatment works. Some also considered that the mix of the development wasn't quite right – too many new jobs compared to new homes, whereas we should be supporting a true mixed use approach that would enable people to work locally in order to reduce commuting.

Comments expressed support for:

- “To meet the aims and objectives of climate resilience, we feel it important all flat roofed buildings, have at the very minimum a biosolar green roof, and ultimately wherever possible a biosolar blue-green roof. We would like to see the landscaped roofs manipulated to benefit biodiversity, contributing toward net gain, and mitigating for loss of brownfield habitat on site. Where appropriate, some roofs and terraces may also be used for community food growing.”

Examples of supportive responses included:

- “I really like the emphasis on planning for our future environment - both climate and biodiversity, building mini town centres and prioritising sustainable transport.”

- “While aiming to be carbon neutral by 2050 might be ambitious in today’s terms, the goal should be reviewed regularly as a result of active engagement with the numerous firms in Cambridge that are leading the development of new environmental technologies. In addition to the climate gain, this will enable the North East District to showcase Cambridge Innovation for the rest of the world.”
- “Passive cooling and methods such as higher ceilings and material selection sound good. A ban on residential air-con would be good.”

Concerns and issues raised by responses included:

- The mix (for open space) allocates some space required for other uses such as green roofs v solar power
- Concrete has an enormous carbon footprint.
- Get local tech & med firms to pay for some innovative and daring projects rather than simply bolting on cheap solar panels to every 3rd house and fixing rain butts to every down pipe.
- Need to apply a BREEAM standard that achieves a minimum EPR of 0.90 to deliver net zero carbon emissions (under Ene01)
- The AAP should not be over-prescriptive e.g., by stating that all new non-residential flat roofs will have green or brown roofs for biodiversity. Instead, developers should have flexibility to meet standards.
- How do you propose to ensure that, once developers have considered the "lifecycle carbon costs for their buildings" that they are held to account for same? After all, the developer will disappear with his sack of gold as soon as possible, leaving someone else to actually count the "lifecycle carbon costs for their buildings
- However, climate change policy and good practice is changing quickly, and the Plan will need to build in suitable flexibility to accommodate these changes within the lifetime of the plan

Examples of representative comments included:

- “We need market stalls for local produce to be sold, and communal workshops, self-repair places (i.e., to fix bikes) and reuse/recycle centres were unwanted materials can be donated and picked for a circular economy.”
- “For Cambridge to effectively tackle congestion and the bigger climate crisis, it needs to support a lifestyle shift to people working locally”.
- “Will affordable homes be built to a quality and standard that means they are suitable for a sustainable, zero carbon future (insulation, no gas, sustainable materials etc? It is vital that poorer people are not discriminated against in being full participants in a sustainable future and are not left with high costs of being in less sustainable homes in a few years time.”

- “I also generally think high-density housing is the most environmentally friendly and "future-proofed" option, so I hope this is being incorporated. This would allow for more free space for public parks, sitting areas etc.”
- “Permaculture should be built into the planning stages, green roofs and farming.”
- “The whole development should support every aspect of a zero-carbon lifestyle.”
- “This development needs to be net negative for day to day carbon emissions from day 1, and to 'pay off' the carbon emissions involved in construction within 10 years of construction starting.”

### **How your comments have been taken into account**

The majority of comments sought a strong response to climate change from the AAP. Policy 3 has been further developed to maximise the role that development at NEC has to play in responding to the climate emergency, giving consideration to both climate change mitigation and adaptation. Read alongside other related policies in the NEC AAP, the policy will help ensure that new development is net zero carbon from an operational energy perspective, reduces emissions associated with construction, is futureproofed for our changing climate, and maximises resource efficiency via the application of Circular Economy Principles. Wider policies in the AAP related to climate change and promoting sustainable lifestyles include policy 3 (energy and associated infrastructure) 4a (water efficiency), policy 4c (flood risk and sustainable drainage), policy 8 (open spaces for recreation and sport), policy 10a (North East Cambridge Centres), policy 16 (sustainable connectivity), policy 18 (cycle parking), policy 20 (last mile deliveries), policy 22 (managing motorised vehicles) and policy 30 (digital infrastructure and open innovation).

From adoption of the AAP, policy 3 will require all new buildings to be net zero carbon from an operational energy perspective. Developments will be expected to take a hierarchical approach to reducing energy demand, with specific requirements related to heating demand and energy use in buildings, with all buildings needing to be fossil fuel free. On-site renewable energy generation will be required to meet the annual energy demands of buildings, with post occupancy evaluation required to ensure that as built performance matches that predicted at the design stage. In exceptional circumstances, where a site is unable to generate sufficient renewable energy on-site, payment into a carbon offset fund will be allowed, with that money used to invest in additional renewable energy only. We have purposefully kept the policy open in terms of the technologies and approaches that can be used to meet the required levels of performance. Our net zero carbon study has assessed the approaches needed to meet these requirements across a number of building



typologies common in Greater Cambridge, to set a baseline approach and allow for viability assessment. Developers can either choose to follow this approach or bring forward alternative approaches to meet the policy requirement. This can include optimising building design to achieve the required standard.

To fully achieve zero carbon, the carbon associated with the construction stage must also be reduced. Action to reduce these emissions is an area that requires further work at a national level, with the UK Green Building Council working on this with other key industry stakeholders as part of their work to define a Net Zero Carbon Framework for the Built Environment. As an interim measure, 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.

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. Developers may still wish to utilise such standards to meet the Post Occupancy Evaluation aspects of the policy. 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, such as policies related to water use and sustainable drainage, biodiversity, and transport policies.

### **Summary of changes to the policy**

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.

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.

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.

Additional details added to site waste management section seeking innovative approaches to the storage and collection of waste post-construction.

Amendments to the supporting text, in particular in response to the net zero evidence base.

## **Policy 3 Energy and associated infrastructure**

### **What you told us previously at Issues and Options (2019)**

- You told us that there were opportunities for the development of a site wide approach to energy. You asked us to consider the embodied impacts of buildings and infrastructure as well as opportunities for the promotion of circular economy principles, embracing and supporting innovative smart-tech and infra-tech.

### **How your comments were taken into account**

- We have developed the energy and associated infrastructure policy to maximise the opportunities that the area presents in relation to site wide energy and aims to ensure that the infrastructure to support development and the transition to net zero carbon is identified and provided early in the development of the site.

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- Disassociating the relocation of the Treatment Plant within this policy and the draft plan in general fails to provide a holistic integrated approach to the proposed development.
- Investigation of a plan wide approach to energy and associated infrastructure is welcomed but must not delay the delivery of the development and needs to be feasible and viable.
- An area wide approach is essential to meet carbon targets and responding to the climate emergency so qualifiers related to feasible and viable should be removed.
- Provision for charging of e-bikes should be included (25% of spaces)

The majority of responses to policy 3 supported the investigation of site wide approaches to energy and associated infrastructure, with a number of responses noting that this would be vital for the scheme to meet carbon reduction targets and respond to the climate emergency. Some of the responses in broad support of the policy did also caveat this with a desire to ensure that such an approach does not delay the bringing forward development. Conversely a number of responses considered that the energy masterplan and sustainable living more generally should be mandated and not be dependent on 'where viable'. There were calls for clearer targets and binding commitments in relation to sustainable living.

Examples of supportive responses included:

- "An area-wide approach to energy will be essential for the site to meet its carbon targets."

- Support for general approach “but thought should be given to site for CHP plant if centralised HTG/Hot water systems chosen or sub-stations; otherwise space needed in EPCH dwelling for heat pumps or combi-boilers.”

Concerns and issues raised by responses included:

- “All of this document is aspirational no guarantees or binding commitments are given on better sustainable living. Please present hard limits on dwelling kwh use, energy sources (no gas central heating), carbon emission and vehicle numbers and restrictions. Space per person (important density factor for future outbreaks).”
- “Whilst we do not oppose the approach set out in Policy 3 in principle, throughout the NEC AAP workshops, we have made it clear that they have already sourced their power and other such requirements both on and off site.”

Examples of representative responses included:

- “What is "feasible and viable"? Does that mean that anything here is binding - can the developers dismiss anything as not being "feasible" or "viable" to cut cost and time?”
- “We are in a climate emergency. Being less wasteful of resources is not a "nice to have" or "where feasible".

### **How your comments have been taken into account**

Policy 3 has been informed by the development of an Energy Infrastructure Capacity Study and Energy Masterplan, which has been developed to ensure that there is sufficient infrastructure in place to support the development of NEC and meet targets related to net zero carbon development set out in policy 2 and the electrification of transport.

While there were call from some respondents for space for CHP plant to be allocated, a key policy aim contained within policy 2 of the NEC AAP is to drive down energy demand through setting specific requirements related to heating demands in buildings and energy use intensity figures. This approach, which is a fundamental element of achieving net zero carbon, does mean that the technical feasibility of technologies such as CHP, which requires consistent year round heat demands, is reduced. The energy masterplan study does, however, identify that there may be potential for the delivery of smaller networks where clusters of buildings are linked together as part of 5<sup>th</sup> generation heat networks, powered by heat pumps.

With regards to calls for more specific requirements related to key issues such as energy use in buildings, space requirements and electric vehicle charging, these issues 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.

### **Summary of changes to the policy**

Policy has been amended to reflect the completion of the Site Wide Energy Infrastructure Capacity Study and Energy Masterplan.

This includes:

- 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.

### **Policy 4a: Water efficiency**

#### **What you told us previously at Issues and Options (2019)**

#### **Water efficiency**

- You recognised that the scope to maximise the potential for water recycling, stormwater and rainwater harvesting measures as part of the design needs to be explored although acknowledging that brown water recycling should be undertaken in an effective and sustainable manner. A site wide approach to water supply should be explored early on. The highest levels of water recycling in compliance with maximum BREEAM credits for water efficiency should be sought including an understanding of maintenance and carbon efficiency.
- You raised the need for planning to take full consideration of climate change and water stress, with some respondents noting issues surrounding water abstraction and the impacts that this is having on the River Cam and other local watercourses.
- The Environment Agency supported early consideration of integrated approaches to water management that considers not just flood risk but also water resource availability.

- Cambridge Water were supportive of setting the highest possible standards for water efficiency with reference to 80 litres/person/day for residential development.

### **How your comments were taken into account**

- In terms of water efficiency, due to the levels of water stress facing Cambridge, the policy requires the use of the national technical standard of 110 litres/person/day for all new residential development, and the specification of a set number of BREEAM credits for non-residential development (of between 3 and 5 credits under Wat 01). However, it is noted that these targets alone may not be sufficient to secure long term sustainability of water supply, and it is noted that in their response to the 2019 Issues and Options consultation, Cambridge Water reiterated their support for the setting of an 80 litre/person/day standard for all residential development at the site.
- While national planning policy currently prevents the Councils from setting more ambitious targets for water efficiency in residential development, it is considered that the area could represent an opportunity for an area-wide approach to water reuse as part of an integrated approach to water management. As such, policy in the Area Action Plan could promote this approach. We have not placed an obligation or provided a policy criterion for decentralised water supply as we do not have an evidence base to demonstrate this could work at an Area Action Plan scale. We would need assurances that the critical scale for a decentralized network to operate effectively would not undermine the strategic water supply function for the site.
- The policies reflect the concerns made in relation to demand and water stress including climate change impact within the criteria and also stipulates the integration requirements between water management and green infrastructure.

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- Support for water efficiency target(s) but need for level playing field across the site and Greater Cambridge in general. Water reuse/recycling needs to be factored into masterplanning.
- Requirements that have an impact on land take and developable area must be reflected in the AAP
- Need to give more consideration to external water demands (irrigation)

- Maximum credits for water efficiency in BREEAM are not always feasible so policy requirement should be 4 out of 5
- The Cambridge water environment is under significant pressure from existing demand. Any new development will need to demonstrate as a minimum that water supply and waste water disposal can be met without further detriment to groundwater levels, river flows and water quality and as far as possible deliver improvements to these elements.
- Support for the most stringent water efficiency requirements
- Remove references to standards being reviewed if not economically viable
- A 15% reduction in water use does not go far enough giving water stress facing the area. Development must include water recycling/reuse (ref to Eddington).
- Scale of the development proposed can not be sustained by current water resources

There was broad support in the responses to policy 4a for the water efficiency requirements contained within the Area Action Plan. There was some concern expressed by some as to the technical feasibility and viability aspects of achieving the higher standards of water efficiency contained within the BREEAM standard, with a desire to see some flexibility in the application of this requirement subject to further technical feasibility work and impact on viability. However, there was also a very clear counter argument raised in response to Question 10 that the AAP does not go far enough in relation to water efficiency and that current water supplies would be unable to cope with development of the scale proposed. There was a very strong view that development must not have the ability to negotiate down on water efficiency requirements and that much stronger requirements are needed including water reuse/recycling.

Examples of supportive responses included:

- “Fully support the use of the most stringent water efficiency standards for both residential and non-residential development, considering the 80 litres/person/day standard outlined in Policy 4a as the necessary target to work towards site sustainability.”
- “We fully support the intention that residential development proposals will be expected to meet a higher standard for water efficiency rather than be limited to the existing national standard wherever possible. This is particularly important given Defra’s recent consultation on personal consumption of water which included reference to potential changes to existing building regulations on water efficiency.”
- “Broadly support these policies from a climate change resilience and in-combination climate change impacts perspective.”

Concerns and issues raised by responses included:

- “An economically viability test leaves open the opportunity for spurious challenges to achieving the BREEAM 5 credit standard. It dulls innovative thinking and shifts the burden (and cost) of the water resource challenge to users of the environment (boaters, nature lovers, wildlife, Cambridge Water). This is an unacceptable let-out. The BREEAM 5 credit standard does not preclude developments which depend on industrial levels of water use, but requires significantly lower usage levels than the baseline. In a water stressed catchment like the Cam, this is not an unreasonable ask. And if it cannot be achieved at what the developer considers to be at an economic cost, it is better for all of us if that particular type of development was sited elsewhere - where water stress is not an issue.”
- “It is agreed that a more ambitious target than the existing (SCDC) Local Plan target of 2 of the 5 should be included, but to enable balancing of different considerations, 4 out of 5 should be the minimum. Limitations in roof area available for rainwater harvesting impact on achieving the required flow rates to achieve a 55% reduction.”
- “We would recommend that the wording as proposed should be revised to ensure it is effective and sets out clearly what is the requirement for applicants for residential developments.”

Examples of representative comments included:

- “Cambridge water is at crisis point. We need to fix that before we build new developments.”

### **How your comments have been taken into account**

North East Cambridge is located in one of the driest areas in the UK and has been identified as an area of serious water stress. The policy sets out a number of measures to ensure that high levels of water efficiency are achieved in response to this issue. The NEC AAP, underpinned by the Greater Cambridge Integrated Water Management Study (2021), recognises that there is no environmental capacity for additional development to be supplied by water by increased abstraction from the chalk aquifer.

While many of the measures needed to address long term water demand and supply fall outside of the planning system, and are being coordinated by Water Resources East, one way in which the NEC AAP can reduce the demand for water is through policies requiring high levels of water efficiency for both residential and non-residential development. 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. The cost effectiveness improves with the scale of the project, with site-wide systems being preferable to smaller installations.

Calls for flexibility and the setting of less stringent standards for water efficiency are noted, however such an approach will not secure long-term sustainable supplies of water and would lead to environmental damage to chalk streams. While it is noted that a standard of 80 l/p/d goes beyond what Local Authorities are currently able to do (as set out in the Deregulation Act 2015), the Councils consider that there is a strong case for greater water efficiency in Greater Cambridge based on the evidence provided by the Integrated Water Management Study. Increased standards of water efficiency standards for Greater Cambridge are also supported by Cambridge Water, Water Resources East, and the Environment Agency. The [Shared regional principles for protecting, restoring and enhancing the environment in the Oxford-Cambridge Arc](#) are clear that they will encourage local partners to exceed minimum standards required by building regulations on issues such as water consumption, and that they will be working with Government on this issue.

### **Summary of changes to the policy**

Replace requirement to achieve efficiency standards of 110 litres/person/day for all new residential development with a standard of 80 litres/person/day. Requirements for non-residential development remain as per the draft plan, at maximum BREEAM Wat 01 credits.

### **Policy 4b: Water quality and ensuring supply**

#### **What you told us previously at Issues and Options (2019)**

##### **Water quality and demand**

- You suggested that a full investigation is required to ensure any remedial work on water contamination is fully explored and considered and that this would be required as part of a planning condition.
- Further commentary was received relating to integrating water management with sustainable urban drainage systems (SuDS), water use/recycling and green infrastructure for North East Cambridge with an innovative management strategy.



## **How your comments were taken into account**

- In terms of site water contamination remediation, the policy places clear emphasis on the contamination impact associated with the First Public Drain. The policy states that an obligation will need to be secured by the developer to carry out a water quality assessment and propose a mitigation management and maintenance plan.

## **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- The Cambridge water environment is under significant pressure from existing demand. Any new development will need to demonstrate as a minimum that water supply and waste water disposal can be met without further detriment to groundwater levels, river flows and water quality and as far as possible deliver improvements to these elements. These complex issues and deliverable solutions will need to be addressed through the Integrated Water Management Study/Water Cycle Study for Greater Cambridge
- Aspiration should be for any development to support improvements to existing water quality where schemes allow
- Unclear whether reference to water quality assessment is intended to refer to the potential for contaminated land on all sites, what form this should take and how it relates to the requirements outlined in the second paragraph of the policy.
- Unclear whether the water supply to Cambridge is sufficient for the existing level of development so difficult to see how any level of efficiency will enable a sustainable development.
- How will the sewage works be redeveloped to cope with 8000 new homes and many offices and businesses?

Comments expressed support for:

- Broad support for these policies from a climate change resilience and in-combination climate change impacts perspective

Examples of supportive responses included:

- Support the requirement for suitable reassurance to be given prior to development granting that no resulting deterioration in water quality will occur post development, as outlined in Policy 4b. Where possible we determine the aspiration should be for any development to support improvements to existing water quality where schemes allow.

Concerns and issues raised by responses included:

- It is unclear whether the water supply to Cambridge is sufficient for the existing level of development, the source of water to this proposal is not explained. It is therefore difficult to see how any level of efficiency will enable a sustainable development.

Examples of representative comments included:

- Support for the requirement for suitable reassurances to be given prior to approval that no resulting deterioration in water quality will happen post development
- A number of respondents raised concerns as to whether there was sufficient water supply in the area to support the level of development envisaged at the site without having a detrimental impact on the water environment.
- In their response to the policy, Anglian Water considered that the policy wording could be strengthened to make it more effective, including explicit reference to ground contamination and the need to consider appropriate surface water management measures as well as reference to the potential for the enhancement of the existing foul sewage network to accommodate additional foul flows from the development.

### **How your comments have been taken into account**

Many of the comments were seeking reassurance that new development would be served by adequate water supply and that water quality shouldn't deteriorate. The policy has been strengthened to require that planning applications will need to demonstrate that they will be served by an adequate supply of water that will not cause unacceptable environmental harm. The evidence in the Greater Cambridge Integrated Water Management Study has shown that further development cannot be supplied with water by increased abstraction from the chalk aquifer, even where licensed, as this will cause further environmental harm. A regional water management plan is being produced by Water Resources East and strategic resources such as the Fens Reservoir are being planned, although this will probably not be operational until the mid 2030s. The strengthened policy therefore gives reassurance that planning permission will not be granted unless there is evidence that a sustainable source of water is available and that a planning condition or obligation may be secured to ensure that all necessary works relating to water supply, quality and wastewater have been carried out prior to development being occupied.

The previous 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 requires this to be taken into account in the form of sustainable drainage system to be incorporated.

The policy maintains the requirement that all planning applications must demonstrate that there is sufficient sewage infrastructure and treatment capacity to ensure that there is no deterioration of water quality. There is additional clarification that if the development is being phased, this will need to be sufficient for each phase, and as referred to above this may be secured by planning condition or obligation.

### **Summary of changes to the policy**

Clarifications regarding water supply, sewage treatment and measures that should be taken to protect water quality:

- 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.
- 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.
- 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.

### **Policy 4c: Flood Risk and sustainable drainage**

#### **What you told us previously at Issues and Options (2019)**

##### **Flood risk and sustainable urban drainage**

- You raised concerns about the relocation of the Cambridge Wastewater Treatment Plant and its impact on flood risk, neighbouring communities, Green Belt and the environment. You also felt that the suitability of relocation options for the Wastewater Treatment Plant should be picked up in a Water Cycle Study.
- You commented that opportunities should be made for provision of on-site water management integration with SuDS, green infrastructure and water use/re-use including management innovation and to ensure that this interaction is an integral element of any initial design stage.

## How your comments were taken into account

- The policy and subsequent Sustainability Appraisal and Water Cycle Study will address the impacts of the relocation of the Wastewater Treatment Plant on development at North East Cambridge. However, it is not for either the policy or accompanying Sustainability Appraisal to assess the relocation: this will be subject to its own assessment as part of the consent process for the new facility. Sustainable urban drainage systems (SuDS) will be an integral part of North East Cambridge and there are measures in the policy to ensure SuDS are multi-functional and incorporated with green infrastructure and water management.
- The policy stipulates that developers will need to put in place measures that will ensure high standards for drainage, water reuse, management and flood risk are secured and that an area-wide approach is taken, including in relation to management and maintenance.

## What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- Reference to Strategic Flood Risk Assessment queried (should be a site-specific flood risk assessment)
- Need to consider archaeology when considering design and layout of SuDS
- Policy needs to align with Environment Agency guidance on climate change allowance
- The Cambridge water environment is under significant pressure from existing demand. Any new development will need to demonstrate as a minimum that water supply and wastewater disposal can be met without further detriment to groundwater levels, river flows and water quality and as far as possible deliver improvements to these elements.
- The overall quantum and density of development shown in the spatial framework raises the question of how the surface water demands of the AAP will be met satisfactorily when considering the preference shown by the LLFA on other sites for open surface solutions
- Consider an integrated approach to water management is vital to ensure future resource sustainability within the Cam and Ely Ouse
- Development threatens the biodiversity of the River Cam and does not recognise the harm that moving the sewage treatment works will cause.

Comments expressed support for:

- There was broad support for the policy principles

Examples of supportive responses included:

- Considering an integrated approach to water management is vital to ensuring future resource sustainability within the Cam and Ely Ouse.

Concerns and issues raised by responses included:

- Drainage should be managed in such a way that cycle and walking routes remain clear and accessible at all times of year and by all types of cycle, including in the case of a 1 in 100-year rain event.
- Reference to Strategic Flood Risk Assessment questioned – Strategic FRA very different to an FRA supporting a planning application. The Strategic FRA would be at plan level and produced on behalf of GCSPS.
- Reference should be made to the need to consider archaeology in the design and layout of sustainable drainage systems.
- Reliance on underground attenuation tanks will likely increase where densities are higher within the AAP and open space is limited. The overall quantum and density of development shown in the spatial framework raises the question of how the surface water demands of the AAP will be met satisfactorily when considering the preference shown by the LLFA on other sites for open surface solutions such as swales.
- Reference is made to brown water harvesting when referring to surface water hierarchy. It is assumed that this term is intended to refer to water recycling systems that capture and treat used water so it can be reused which can include greywater reuse. As such it doesn't relate to surface flows and reference should be made to surface water harvesting as suggested for Policy 4a of the AAP.

Examples of representative comments included:

- Broad support for inclusion of policy
- Some of the responses raised technical concerns regarding policy application with some recommending amendments to the policy wording to enhance its implementation.
- The wider environmental benefits of taking an integrated approach to water management were also recognised by some of the responses, from a water reuse perspective and a climate change resilience perspective, and it was considered that this should be given great consideration.

### **How your comments have been taken into account**

Flood risk management and drainage is an important issue for the plan. Amendments have been made to make the policy more effective.

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.

The term rainwater harvesting has been substituted for brown water harvesting.

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.

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.

There were concerns that due to the density of the development, underground attenuation of surface water may be necessary. The policy is clear that the preference is that surface water is managed close to its source and on the surface where reasonably practicable to do so. The Cambridge Northern Fringe East Surface water drainage space allocation for master planning (2019) states that between 10-15% of the overall development parcel should be allowed for sustainable drainage features at the masterplanning stage, although this is highly dependent on the nature of the sustainable drainage features employed and may be adjusted or not required in the detailed design. Within each development parcel within the AAP area, a broad allowance of 10-15% of the gross area has been assumed for localised SUDs systems which is consistent with the Area Flood Risk Assessment (2020).

A document has been produced setting out the Surface Water Drainage Core Principles which will provide additional information for developers on SuDS specific to the area within the AAP.

### **Summary of changes to the policy**

Clarification and restructuring of the policy, in particular to avoid repetition of national planning policy, and classifications regarding requirements for flood risk assessments.

Clarification regarding the relationship of SuDS with open space uses.

Requirement for the design of SuDS to consider archaeology.

## **Policy 5: Biodiversity and net gain**

### **What you told us previously at Issues and Options (2019)**

- You told us that biodiversity and green infrastructure should be a key priority for the Area Action Plan. You commented there should be protection for the existing biodiversity assets within the site, such as the First Public Drain, mature trees and Cowley Road Hedgerow which is a City Wildlife Site. You commented that new biodiversity measures should form part of a network which connects both across the site and into the wider area, including Milton Country Park and the River Cam corridor.
- It was widely commented that biodiversity net gain should be achieved on the site, with some suggesting that the site should deliver in excess of the nationally recognised standard of 10% net gain. In terms of how this could be delivered, there were a range of views from bat and swift boxes to urban woodlands. You also told us that if biodiversity net gain could not be achieved on-site then off-site contributions should be sought in areas adjacent to North East Cambridge.
- Several comments suggested that the site should include the River Cam corridor and Chesterton Fen to support links to the river and wildlife and ecological enhancement. This included the suggestion for a Riverside Country Park.
- Broadly, there was support for a range of green spaces within the site as well as better connectivity to Milton Country Park for both biodiversity network enhancement and the well-being of people living and working in North East Cambridge.
- You also told us that more information about the types of species and habitats currently on-site is needed to have a better understanding of the existing situation and best plan for biodiversity conservation and enhancement, at both a local and strategic level.

### **How your comments were taken into account**

- The preferred approach sets out a site-specific biodiversity mitigation hierarchy and how the site should deliver a minimum of 10% net gain in biodiversity value. Whilst there were some comments stating that the Councils' should be seeking a greater biodiversity net gain percentage, the policy has been prepared to ensure that an appropriate balance can be achieved between meeting national biodiversity requirements, working towards the Councils' commitments in tackling biodiversity and ecological

emergencies and the challenges of exceeding this within a higher density context.

- The policy sets out the biodiversity assets of the area that should be protected as part of development proposals coming forward.
- In line with comments received, the Councils are proposing a sequential approach to mitigating adverse impacts on biodiversity resources. This should be achieved on-site in the first instance and then in areas adjacent to North East Cambridge, such as Milton Country Park and Chesterton Fen, before considering wider mitigation measures across the city and further afield. This is a consistent approach with the existing local plan policy but has been prepared to reflect the specific requirements related to the Area Action Plan.
- Whilst the boundary of the Area Action Plan area has been amended to reflect some of the consultation responses on this issue, the Area Action Plan does not include the land between the railway line and the River Cam (Fen Road) or Milton Country Park. Instead the Area Action Plan seeks to improve pedestrian and cycling connectivity into this area via a new underpass to Milton Country Park and a bridge over the railway line. The new bridge into the area known as Chesterton Fen will provide off-site amenity and biodiversity improvements towards the north of Fen Road. Whilst much of the rest of the open land along Fen Road is in private ownership, the Councils would support the future use of these fields for off-site amenity and biodiversity improvements.
- In response to the comments highlighting a lack of evidence on the existing biodiversity within the Area Action Plan area, the Councils have undertaken a site wide ecology study (2020), which has informed the preparation of this policy. In addition, this policy also sets out a requirement for future development proposals to be informed by an up to date ecological assessment of individual sites. This will identify the existing biodiversity assets within a specific site and any mitigation measures which will need to be introduced both during and post construction.

## **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- Support the principle of the policy
- Biodiversity net gain should be greater than 10%
- Can biodiversity net gain be achieved with the relocation of the Waste Water Treatment Works / The WWTW should not be relocated
- There is limited access to open space/nature in North Cambridge at present



- Adjacent open spaces, including Ditton Meadows and Milton Country Park, are already at capacity
- Specific biodiversity measures should be included within the policy – Swift boxes, green walls, wildlife corridors/areas, etc.
- Concerns about deliverability of BNG and long-term biodiversity management
- Existing on-site biodiversity will be impacted and/or will need to be protected

There were a number of comments which related to biodiversity, some of which were related to the provision of open space within the NEC area as well as the biodiversity impact of relocating the WWTW to a Green Belt site. Whilst there was broad support for a biodiversity net gain and some clear support for the policy, a number of comments were concerned that there would be a loss of biodiversity as a result of development and that a 10% net gain was not enough. There were also comments regarding the deliverability and management of biodiversity as well as a number of suggestions of how to incorporate biodiversity within urban areas. There were also comments raised about impact of NEC on surrounding areas, specifically whether additional population would have an adverse impact on biodiversity beyond the AAP area due to recreational pressures.

Comments expressed support for:

- The proposed Biodiversity Net Gain requirement and mitigation hierarchy
- The proposals to include biodiversity opportunities within urban locations such as bat boxes
- The linear park as a biodiversity corridor

Examples of supportive responses included:

- “The proposed mitigation hierarchy – on-site, then adjacent to NEC and then across the city and further afield – is also logical.”
- “We welcome the proposal to deliver a coherent and high-quality ecological network as part of the wider green infrastructure network including habitat and water quality improvements to The First Public Drain, Chesterton Fen and Milton Country Park. Our advice is that the AAP requires a more ambitious and strategic approach to biodiversity; the AAP should identify and map the existing GI / ecological network along with viable opportunity areas to create a GI / Biodiversity Expansion and Enhancement Framework Plan.”
- “I really like the emphasis on planning for our future environment - both climate and biodiversity, building mini town centres and prioritising sustainable transport.”
- “Natural England welcomes the plan Vision and objectives to ensure everyone has access to good quality public open spaces, to enhance health and wellbeing, and for improvements to access to existing green spaces such as Milton Country Park and Chesterton Fen. Requirements for development to

contribute towards climate change targets and deliver 10% biodiversity net gain are welcomed in view of Natural Cambridgeshire's 'Doubling Nature' targets and the biodiversity net gain and nature recovery ambitions of the Defra 25 Year Environment Plan."

- "I love the idea of the linear park, but I don't think this displaces the need for larger areas of open green space within the site itself - the nearby park on Green End Road is a good example of an area which includes play space, areas for football and basketball and outdoor exercise equipment along with plenty of trees and I'd like to see more spaces of this size."
- "Linear parks are good for biodiversity and should be retained in the plan."
- "The linear parts especially should be wild corridors, so wildlife and wild plants can extend their range and connect with other parts of the city. The Cambridge Canopy project, to plant 2000 trees by 2050, could be extended in ambition by ensuring substantial linear woodlands (with public walking access) in this new development, providing the wildlife access and a much richer connection to nature for people living in apartments."

Concerns and issues raised by responses included:

- That the Biodiversity Net Gain requirement should be higher than 10%
- Development at NEC would have an impact on existing biodiversity
- Whether a biodiversity net gain could be delivered by developers and how it would be managed over time
- The impact of additional people at NEC would impact biodiversity beyond the AAP area including Milton Country Park and the River Cam corridor
- The amount of development combined with the Spatial Framework and open space provision means it will be extremely challenging to deliver a net gain of 10%

Examples of representative comments included:

- "We urge that Policy 5 should include specific wording on the provision of integral swift bricks in all buildings, at a ratio of at least 1:1 per dwelling, with adjusted provision of 1 per 2 flats and other premises, at a ratio of 1 per 250m<sup>2</sup> floor space, as part of bringing nature closer to people."
- "The potential locations for offsite provision are broadly supported but this should not preclude alternative off-site locations coming forward."
- "10% biodiversity gain in a brown field site lacks ambition and at a time when we are recognising the ecological as well as climate emergency this is inadequate."
- "Will an Environment Impact Assessment be part of every individual Planning Application?"

- “The Policy should specifically refer to seeking to bring biodiversity into the built environment with particular regard to connecting people with the environment to improve health, wellbeing as well as foster recovery of biodiversity - the Government’s 25 Year Environment Plan (2018) should provide a cornerstone for the NECAAP.”
- “The existing green spaces should be preserved into a large green area as much as possible and adapted to harmonise with surrounding wildlife (plethora of birds, hedgehogs, squirrels, foxes) rather than being fragmented and spread making it unattractive for wildlife and people alike.”
- “Applying the Urban Greening Factor (UGF) to each phase of development will measure the green infrastructure being provided and should be aiming to achieve higher proportions throughout.”
- “Whilst the policies do contain some commendable plans for habitats within the site, these are limited in scale due to the available space and we would argue that for an Action Plan of this scope and ambition, sufficient biodiversity enhancements will not be achieved through green infrastructure alone.”
- “One of the best ways of achieving this will be to create combined inclusive non-motorised routes (for all of walkers, cyclists, equestrians) along a cohesive network of corridors across and through and out of and around the area with a wonderful, good, rich mix of grassland, flowering plant, hedge and tree planting along all of these routes.”
- “This is an opportunity to reinstate the wet water meadows of Chesterton Fen to link with riverside habitats and Ditton meadows and create genuine wild space.”
- “We would like to see what proposals are intended to increase the extent of green infrastructure, by linking planned areas of green space through a vegetated road and path network which as such might include street trees and SuDS features such as rain gardens. We would also like there to be at least 30% tree cover across the site.”
- “We would like to see more greening measures incorporated to ameliorate the heat island effect and meet the otherwise shortfalls of green space provision.”
- “In addition to the green high street and play spaces, I’d also like to see a huge amount of planting wherever possible - green walls and roofs, edible bus stops, tree-lined streets. I think this will be essential to tackle and mitigate against climate change.”
- “The AAP should set out how the project/s will be delivered and managed in the long-term. Robust policy requirements should secure delivery / developer contributions towards their delivery.”
- “It will not be enough to require developers to install "biodiversity features" such as green roofs, bird and bat boxes; there must also be public information about these and other biodiversity in the area, and fostering of a sense of

shared ownership and responsibility for the biodiversity in the area, to avoid such measures becoming a box ticking exercise.”

### **How your comments have been taken into account**

Once complete North East Cambridge will be a significant development on the edge of Cambridge. It is therefore important that the AAP area maximises biodiversity net gain on-site as much as possible.

The emerging UK Environment Bill which establishes a minimum of 10% net gain.

However, reflecting the aspirations in the South Cambridgeshire District Council Doubling Nature Strategy (2021), the draft Cambridge City Council Biodiversity Strategy 2021 – 2030, and the Oxford-Cambridge Arc Environment Principles (2021) a minimum biodiversity net gain of 20% should be applied to all new development in North East Cambridge.

The North East Cambridge Ecology Study (2020) has assessed the feasibility of delivering a biodiversity net gain of 20% at North East Cambridge and has recommended that the policy seeks a minimum target of 10% on site due to the likely difficulties of achieving a higher target for all development sites across the Area Action Plan area due to the higher density nature of the proposals. However the Ecology Study does not rule out the possibility of achieving a higher on-site biodiversity net gain and it will be dependent on a range of factors including the location, nature, size and form of the development proposal, the site’s existing biodiversity value as well as the amount of open space provided across the Area Action Plan area.

The updated NEC AAP Spatial Framework establishes a greater amount of open space onsite whilst retaining existing habitats and setting out a clear, site wide, green network. Through these spatial changes to the layout and provision of green space within the AAP area, net gain onsite is now more likely to be deliverable whilst the policy wording will ensure that biodiversity will be appropriately managed which will be secured through legal agreements. In exceptional and justified circumstances, development proposals that cannot achieve this requirement should seek to provide the highest proportion of net gain on-site in the first instance (at least 10%) and any residual net gain should be delivered elsewhere within the Area Action Plan area and subsequently off-site as a last resort.

Additional open space within the AAP area is also anticipated to minimise anticipated pressure on existing open spaces around North Cambridge through an increase in residents, employees and visitors to the AAP area. More specific wording has also

been set out regarding onsite provision of bird boxes based on the recommendations of the NEC Ecology Study (2020).

### **Summary of changes to the policy**

Requirement for biodiversity net gain raised from a minimum of 10% to 20%. In exceptional and justified circumstances, development proposals that cannot achieve the full 20% biodiversity net gain requirement on-site, they should seek to provide the highest proportion of net gain on-site in the first instance (at least 10%) and any residual net gain should be delivered elsewhere within the Area Action Plan area and subsequently off-site as a last resort.

Update of biodiversity net gain metric from version 2.0 to 3.0 (or any future equivalent).

Requirement added for Preliminary Ecological Appraisal to be undertaken to inform an Ecological Impact Assessment and Biodiversity Net Gain Assessment.

Additionally, the NEC AAP Spatial Framework has also been amended to provide more on-site open space, improving the distribution of these spaces across the AAP area as well as protecting existing habitats where possible including hedgerows, tree belts and watercourses.

Table added to supporting text setting out habitat creation recommendations, and additional details from the findings of the North East Cambridge Ecology Study (2020).

Amendments made to clarify that the sequential approach (being on-site; within the wider North East Cambridge area; off-site within neighbouring environs, and then to Greater Cambridge initiatives) applies to both biodiversity net gain as well as to mitigation of ecological impacts.

## **Policy 6a Distinctive design for North East Cambridge**

### **What you told us previously at Issues and Options (2019)**

#### **Distinctive design for North East Cambridge**

- There was overall support for the creation of a higher density mixed use residential led development to the east side of Milton Road and the benefits of providing homes and employment near each other supported by good

sustainable transport options and well-designed streets and spaces was highlighted.

### **Design of mixed use buildings**

- A number of respondents raised the need to ensure that the operational needs of existing businesses are well considered in planning the new district. This will be a crucial consideration and the land use planning should result in a place that limits noise in proposed and existing residential areas whilst successfully accommodating existing businesses albeit in potentially revised locations and more land efficient forms.

### **How your comments were taken into account**

- The proposed policy establishes a clear expectation that North East Cambridge will take a placemaking approach to development that will result in a distinctive and high-quality district that feels like Cambridge and is well connected into its hinterland.
- This policy makes clear the need to avoid mixing 'bad neighbour' uses and to ensure that businesses can function effectively, and residents can live without disturbance. Such an ambition addresses concerns about impact of existing and future businesses on existing and future residents whilst understanding and safeguarding operational needs.
- The policy secures the need to think about horizontal and vertical mixed-use
- buildings to create the best use of the land available and to encourage innovation. Externalising active uses as part of this approach will help to ensure active and lively streets that link in with the requirements of Policy 7: Legible streets and spaces and Figure 19 that cover the design and location of key routes and spaces within North East Cambridge.

### **What you told us about the Draft NEC AAP (2020)**

- Support for distinctive, high quality design and architecture (design/place led)
- Support for the design criteria identified
- Criterion E extend to include reference to local building materials and vernacular
- Require successful relocation of the Tarmac Site to achieve
- Buildings need to be considered from every aspect – uses (avoid clone town), views, creation of wind tunnel effects, perceived and actual community safety and human-scale streetscape, biodiversity, and nature conservation

- Require successful integration of cycle parking to be easy to find and not obstruct footways
- Inappropriate scale, heights and density and will detract from the beauty of Cambridge and surrounding flat fen landscape
- Development approach is a variance from the Local Plan
- How to stop developers from not opting for 13 storeys to maximise profit
- Highest buildings and densities will lead to a lack of community
- Far too little emphasis on quality of the development.
- Development needs a mix of houses and flats

Significant concerns were raised about the proposed density and scale of development at NEC which clearly relates to the proposed design quality including the impact of the denser and taller forms of development being promoted and the impact on the wide flat fen landscape. Specific reference to heritage aspects is needed within the policy.

There was support for promoting distinctive design at North East Cambridge and the importance of creating high quality architecture and design with a mixture of houses and flats. The need for a greater degree of precision was raised to ensure appropriate materials are chosen that work with the wider Cambridge character.

It was suggested that the wording of the policy needs to add ‘layout, choice of materials (and their long term resilience and attractiveness), range and type of “must have” facilities together with landscaping and architecture make this a place where people are proud to live and work.’

Comments expressed support for:

- Distinctive and high-quality design and architecture
- Redevelopment of sites will help to achieve this ambition
- Support for the design criteria identified in the policy
- Buildings that are considered from every aspect – views, creation of wind tunnel effects, perceived and actual community safety and human-scale streetscape will help create an attractive place for people to walk and cycle through.

Examples of supportive responses included:

- “We welcome reference to Cambridge’s heritage and townscape qualities creating it’s unique character.”
- “The aspiration for development at North East Cambridge to provide distinctive, high quality and contemporary design is broadly supported.”
- “We support the need for high-quality design that positively contributes to Cambridge heritage.”

- “We welcome the aspirations to create a real sense of place and also to firmly integrate the area within the surrounding communities.” (Q1)
- “A good idea overall - open space planning & design has developed a lot since the days of the 1960s – 80s.” (Q3)
- “You need to ask yourselves, is this going to be the coolest looking square in Cambridge, somewhere busy that will attract the best hipster coffee shop in town? If not, you haven't set the bar high enough - plans often disappoint, so you should aim high.” (Q3)
- “I really like the proposed square being a multi-functional space with stalls and place for people to spend time socialising.” (Q3)
- “The approach to building heights and density should be determined by aspects such as liveability rather than external factors which could lead to over development.” (Q6)

Concerns and issues raised by responses included:

- Need to add to Criterion ‘e’ to include reference to local building materials and vernacular
- High quality redevelopment will require the successful relocation of some existing uses
- Need to ensure cycle parking facilities are successfully integrated into the new development
- Totally inappropriate – will detract from the beauty of Cambridge and surrounding flat fenland landscape
- Development approach is a variance from the Local Plan
- Highest densities and buildings congregated at one site (Cowley Road) will lead to a lack of ‘community’

Examples of representative comments included:

- “Totally inappropriate – will detract from beauty of Cambridge and surrounding flat fenland landscape”
- “Highest density and thereby highest buildings congregated at one site (Cowley road) leading to lack of community”
- “Elaborate criterion e to include reference to local building materials and vernacular”
- “The whole design is ludicrous.” (Q1)
- “Please go back to the drawing board.” (Q1)
- “Stop trying to 'jazz up' these horrible, characterless developments.” (Q3)



- “Loss of an extensive green bridge, ideally in effect a road tunnel, means that Milton Road will remain a serious mental and physical barrier.” (Q3)
- "A lack of the linked and open, green and planted spaces which define the local Cambridge urban (and to some extent semi-rural) ‘grain’.” (Q3)
- "The entire development is grossly over-sized.” (Q3)
- “The new homes should be architecturally attractive with pitched roofs. These building proposals form the basis for a future shabby housing estate.” (Q4)
- “You have included Kings College Chapel and Ely Cathedral in your height comparison. If anything were to make me furious, this is it. How dare you even think it appropriate to include two of the greatest buildings in the whole world in your comparison.” (Q6)
- “Will not create the type of residential spaces that boost wellbeing and quality of life.” (Q7)

### **How your comments have been taken into account**

We have reviewed the Spatial Framework and carefully reconsidered scale and massing concerns and used the NEC HIA and Townscape Strategy to test and refine the best approach for the area and to ensure that a placemaking approach underpins the design and planning of development at NEC.

Development will be of a different form to that elsewhere in the Cambridge given the important role that NEC plays in providing needed homes and workplaces in the Greater Cambridge area. However, it is crucial that it delivers high quality and well-designed buildings and spaces that continue the legacy of architectural and design innovation in the City. The review of the policy clarifies expectations regarding the delivery of distinctive design at North East Cambridge.

Amendments to the policy have removed reference to ‘contemporary design’ and emphasised the need for design and architecture to make a positive contribution to Cambridge’s heritage, townscape, and landscape qualities.

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.

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, underpasses and noise barriers are well integrated into the AAP area.

Reference is still made to the need for materials that are high quality and well detailed. Further text has been added to the supporting text to elaborate on how the councils will define high quality materials, to include their long-term their resilience and attractiveness, as well as their ease of maintenance. The particular

consideration for how taller buildings, that contribute to the skyline or local area need appropriate materials, finishes and detailing is covered under amended 'part c' of Policy 9: Density, heights, scale, and massing.

Criterion 'g' (now 'h') has been amended to include 'successfully integrated ways' in terms of functional design.

The policy wording now specifically identifies the need to adhere to the Cambridgeshire Quality Charter for Growth and for review by the Cambridgeshire Quality Panel to be added to the policy wording.

### **Summary of changes to the policy**

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.

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.

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.

Amendment to Criterion 'g' (now 'h') to include 'successfully integrated ways' in terms of functional design.

Additional requirement to align with the principles of the Cambridgeshire Quality Charter for Growth.

Additional requirement to alignment with Fire Regulations.

### **Policy 6b Design of mixed-use buildings**

#### **What you told us previously at Issues and Options (2019)**

#### **Distinctive design for North East Cambridge**

- There was overall support for the creation of a higher density mixed use residential led development to the east side of Milton Road and the benefits of providing homes and employment near each other supported by good sustainable transport options and well-designed streets and spaces was highlighted.

## **Design of mixed-use buildings**

- A number of respondents raised the need to ensure that the operational needs of existing businesses are well considered in planning the new district. This will be a crucial consideration and the land use planning should result in a place that limits noise in proposed and existing residential areas whilst successfully accommodating existing businesses albeit in potentially revised locations and more land efficient forms.

## **How your comments were taken into account**

- The proposed policy establishes a clear expectation that North East Cambridge will take a placemaking approach to development that will result in a distinctive and high-quality district that feels like Cambridge and is well connected into its hinterland.
- This policy makes clear the need to avoid mixing 'bad neighbour' uses and to ensure that businesses can function effectively, and residents can live without disturbance. Read alongside Policy 23: Comprehensive and Coordinated Development, which imposes the Agent of Change principle on the introduction of new uses to an area, the policies address the concerns about impact of existing and future businesses on existing and future residents whilst understanding and safeguarding operational needs.
- The policy secures the need to think about horizontal and vertical mixed-use buildings to create best use of the land available and to encourage innovation. Externalising active uses as part of this approach will help to ensure active and lively streets that link in with the requirements of Policy 7: Legible streets and spaces and Figure 19 that cover the design and location of key routes and spaces within North East Cambridge.

## **What you told us about the Draft NEC AAP (2020)**

The main issues raised during the consultation on the draft plan included:

- General criteria for the design of mixed-use buildings are supported.
- Industrial uses do not mix well with residential uses.
- How will uses 'bleed' especially post Covid.
- The 'flexible forms of use' is not in line with 'clearly articulating the intended use'.
- It was understood that the design code would apply to the Core site only and be led by that team not the Council.
- Many measures set out in the AAP are more appropriate for a design code.

- Distinctive, high-quality and contemporary design and architecture that respond to and positively contribute to Cambridge's heritage and townscape qualities is endorsed.
- Cycling is an established part of Cambridge culture and creating streets which promote cycling for all will help build a community that reflects the wider city.
- Buildings need to be considered from every aspect including their impact on views, creation of wind-tunnel effects, perceived and actual community safety and human-scale streetscape.
- Scale, density and mix of houses to jobs inappropriate and will have a negative impact on the new development and wider Cambridge.
- Development approach is a variance from the Local Plan.
- How to stop developers from not opting for 13 storeys to maximise profit.
- Highest buildings and densities will lead to a lack of community.
- Broader mix of uses needed in the west part of the site.
- Mix needs to go beyond basic 'shops', arts and cultural facilities needed along with leisure facilities and proper community facilities.

The criteria for the design of a mixed-use district with mixed-use buildings was generally supported as a mechanism to help deliver distinctive, high quality and contemporary design and architecture. However, concern was raised about an apparent contradiction in the wording that 'flexible forms of use' was not in line with 'clearly articulating the intended use' and how uses will 'bleed' in a post Covid world. A number of respondents raised concern that land to the west of Milton Road needed to be mixed use too and that within the area cultural and leisure facilities were needed as well as 'basic shops'.

Furthermore, there was concern that elements identified in the Policy are more appropriate for a Design Code. Related to this was who has responsibility for producing the design Code for the NEC area and which parts it should apply to.

As with Policy 6a, there was concern raised about the impact of the denser and taller forms of development being promoted and the impact on the wide flat fen landscape and lead to a lack of community. Further concerns were raised about how uses could be mixed successfully, particularly with residential and industrial uses in close proximity.

Comments expressed support for:

- Creating active ground floor uses.
- Development at NEC providing distinctive, high-quality, and contemporary design and architecture that responds to and positively contributes to Cambridge's heritage and townscape qualities.
- The criteria requiring the design and construction of buildings to be adaptable and flexible.

- Mixed-use buildings that will help to ensure it is a place where most destinations are within a 15-minute walk or cycle ride.

Examples of supportive responses included:

- “We support a policy of mixed-use buildings as this will help achieve the objective of a place where the majority of destinations are within a 15-minute cycle ride.”
- “The criteria requiring the design and construction of buildings to be adaptable and flexible is particularly supported.”
- “Distinctive, high-quality and contemporary design and architecture that respond to and positively contribute to Cambridge’s heritage and townscape qualities is endorsed.”
- “If done correctly could be a good example of how things should be done in the future.” (Q1)
- “Integrating residential, commercial and retail on the same site with a sense of place built in from the outset represents a creative and much-needed departure from the piecemeal approach more common in recent years.” (Q1)
- “I think that creating mixed developments within the Science Park is an excellent Idea.” (Q3)
- “There should also be more sports and leisure facilities within the area and a broader mix of land-use within the west of the site.” (Q3)
- “I welcome the diverse range of jobs on the site and the mixed-use spaces: this means that more people will be able to access nearby employment on foot or by cycle and be able to use cycles to support their business.” (Q4)
- “Allow mixed use schools/libraries with residential. Europe and London have good precedents.” (Q5)

Concerns and issues raised by responses included:

- The cap on non-residential use on the Core site is at odds with creating active ground floor uses.
- Design Code should apply to the Core Site and be led by the landowners and not The Council.
- Totally inappropriate – will detract from the beauty of Cambridge and surrounding flat fenland landscape
- Development approach is a variance from the Local Plan

- Highest densities and buildings congregated at one site (Cowley road) will lead to a lack of 'community'

Examples of representative comments included:

- "Why are we throwing away the chance to make Cambridge an architectural masterpiece and instead making it look like Donald Trumps excrement?"
- "Totally inappropriate – will detract from beauty of Cambridge and surrounding flat fenland landscape"
- "Highest density and thereby highest buildings congregated at one site (Cowley road) leading to lack of community"
- "Mixed development is excellent, if it can be made to work. It's not just a matter of balance but scale too. The number of dwellings proposed simply sounds like the factory farming of humanity. It is a proposal to satisfy bureaucratic quotas at the expense of any quality of life." (Q4)
- "People do not want to live right next door to industrial areas. They do not even want to live next door to office blocks." (Q4)
- "The plan to move car parking away from dwellings and into "car barns" makes car parking space unsuitable for future repurposing or adaptation." (Q11)

### **How your comments have been taken into account**

The mix and range of uses at NEC has been informed by our evidence base and availability of facilities within the wider area. Policy 6b does not identify or fix uses but has the purpose of controlling how mixed-use buildings are designed and relate to the other buildings and spaces around them.

The amounts of floorspace for residential and non-residential uses have been revisited as part of the review of the Spatial Framework and review of Policies 12a: Business, 12b: Industry and Policy 13a: Housing.

Whilst the Science Park, who control most of the land to the west of Milton Road, have no current desire to create residential mixed-use forms of development, the Townscape Strategy and a number of representations have identified the benefit of such an approach. With that in mind, Policy 10C: Science Park Local Centre has been amended to allow business lead mixed use development to come forward should circumstances allow during the plan period.

The policy wording has been amended include wording about encouraging the reuse and conversion of building space over time.

The importance of ensuring the businesses can function effectively and that residents can live without disturbance has been strengthened through the inclusion

of additional wording to require layout, access, servicing, and delivery arrangements to be 'well-resolved'.

### **Summary of changes to the policy**

Amendments to include wording about encouraging the reuse and conversion of building space over time.

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.

Additional wording to require layout, access, servicing, and delivery arrangements to be 'well-resolved'.

### **Policy 7: Legible streets and spaces**

#### **What you told us previously at Issues and Options (2019)**

##### **Well designed, connected places**

- There was overwhelming support for the creation of a well-designed place that promotes healthy and active lifestyles. A number of respondents raised the need to undertake a Health Impact and Needs Assessment to inform future provision in the district. The Health, Community & Wellbeing Topic Paper evidences how such concerns have been taken into account in plan making for North East Cambridge. Whilst this aspect is important, the question was more aimed at the Healthy Town design principles which advocate the creation of compact, walkable places that are inclusive and promote healthy active lifestyles. Whilst most respondents were not supportive of the healthy town principles, further review of the comments reveals there to be support for the approach that they advocate.
- There was overwhelming support for the connectivity options identified in the Issues and Options 2019 document, with options to make the area more permeable to pedestrians, cycles and public transport welcomed. Multiuser accessible routes were highlighted as important for equestrian users. Caution was raised about needing to provide adequate infrastructure to support intended users and functions both in and around the North East Cambridge area as well as connections beyond. In the case of cycle routes, these need to be of a scale to accommodate the likely flows. HGV movements need to be taken away from schools.
- Reducing the dominance of roads to encourage walking and cycling was welcomed as part of a comprehensive approach to re-planning and reallocating road space. Lessons from the past need to be learned and

tunnels, subways etc. have the potential to be dark and dangerous places if poorly designed.

### **How your comments were taken into account**

- Following the comments from the Issues and Options 2019 consultation, the proposed policy identifies the key attributes that the new streets and spaces that form part of North East Cambridge will be expected to deliver. The radically different approach to managing motor vehicles is recognised in the proposed movement grid to serve development with pedestrian and cycle priority provided through a low speed street network as well as through dedicated routes that connect into other strategic pedestrian, cycle and public transport projects including a pedestrian/cycle link across to the River Cam to the east of the development area.

### **Trees**

- You told us to highlight the importance of trees/woodlands and their multi-functional role for local communities such as providing and expanding tree canopy cover and mitigation of heat islands as well as providing habitat and biodiversity benefits.
- Comments noted the lower cost implications of managing trees over other forms of urban green space. It was highlighted that there is the need for extensive tree planting at North East Cambridge and a possibility of introducing a native community tree nursery on-site as well as ensuring important and well used corridors such as Milton Road is sufficiently lined with trees.
- There were comments on the role trees play in forming and enhancing the existing edges of the site and the role they play in providing that new landscape features both within and on the edges of the site.
- Great importance was placed on the protection and retention of existing mature and semi mature trees with specific reference to the Silver Birch woodland adjacent to the First Public Drain and Chesterton Sidings but also included other deciduous trees/scrubs within the area.

### **How your comments were taken into account**

- The policy emphasises the role of trees and seeks to protect trees of value as well as enhance tree canopy cover across the Area Action Plan area. The policy stipulates that tree protection and planting will be managed across the site and references the existing Tree Strategy produced by Cambridge Council covering the period 2016-2026.



## What you told us about the Draft NEC AAP (2020)

- Support for the proposed approach.
- The diagrams are considered to be overly prescriptive and more akin to a Design Code than an AAP.
- Will make all streets feel the same and not respond to the scale and massing. Better planned streetscape is needed.
- Criterion should be added to specifically highlight the opportunities for key views to landmarks that may be seen from within the site.
- Reference needed in the policy to the role of trees and landscape helping to protect and enhance the setting of the City. This includes planting along the site edges.
- Add criterion to protect key views of landmark buildings to increase legibility.
- Requirement for all development proposals to contribute towards the creation of a well-designed place is supported.
- Multifunctional green spaces that integrate SuDS is supported.
- Liveability is the starting point - more greenspace is needed – a decent sized park with lots of trees.
- Question the relevance of Policy 7 to the Cambridge Science Park and is more applicable to the AW/Cambridge City council/Chesterton Sidings sites east of Milton Road.
- Generous widths needed with clear kerb-separation between the carriageway, cycleway and footway will prevent conflict between road users and a consistent design across street types will help wayfinding along with provision of street trees.
- Disabled access is really important and needs to be fully integrated.
- Not enough detail on how Milton Park access and capacity will be increased and same applies to Chesterton Fen.
- Policy should set target for maximum frontage lengths in each of the four centres where only the minimum 2m additional space is provided.
- Skateboarding facilities need to be built into street and space design and not hidden away.

Overall, there was strong support for the creation of a legible street and open space network. The clear link between the types of streets being proposed and ensuring high quality and appropriate provision of space was raised by many respondents. There was a strong feeling that the green spaces should come first and be significantly increased in size to ensure that NEC embeds 'liveability' and use this to structure the new district. The linear green strips along streets should not be included in overall open space calculations.

There was concern raised that the Policy and supporting diagrams were overly prescriptive and would result in all streets taking on a very similar character that was not responsive to the scale and massing of buildings fronting on to them. However, comments also revealed a need to ensure clear separation of the carriageway from cycleways and footways and consistency of approach to help wayfinding. Generous widths for integrating SuDS and street trees were also highlighted in the responses received.

Further concerns questioned the relevance of the policy to the Science Park and St. John's Innovation Park which have established street structures.

Concern was raised about how capacity and access to key green spaces (Milton Country Park and Chesterton Fen) could be increased to cope with development at NEC.

Expanding and clarifying the role of the policy to highlight the importance of landmarks beyond the site as important to wayfinding and legibility was highlighted along with ensuring development at NEC safeguards the setting of the City. Linked into this is the importance of trees and landscape including along the site edges as a way of safeguarding setting and views.

Comments expressed support for:

- The creation of a legible street and open space network.
- Prioritising pedestrian and cycle movements over cars.
- Requiring all development proposals to contribute towards the creation of a well-designed place.

Examples of supportive responses included:

- "It looks like a beautiful and functional design, aimed at pedestrians and cyclists over cars."
- "The aspiration to create high quality, inclusive and attractive streets and spaces within North East Cambridge is broadly supported."
- "Streets that prioritise pedestrian and cycle movements will help create strong, healthy and social communities."
- "Great approach, density first, cyclable and walkable streets are key." (Q1)
- "Better cycling and walking links to existing green spaces will help residents of all ages and abilities connect with the natural world and boost their wellbeing; however spaces in this area of the city, such as Milton Country Park, are already overstretched." (Q7)

Concerns and issues raised by responses included:

- That green space should be considered first in the structural planning of the new district.
- The policy was overly prescriptive and more relevant to a design code.
- The policy was not relevant to the Cambridge Science Park and St John's Innovation Park.
- How existing and proposed green spaces outside the AAP boundary would be able to cope with additional pressure being placed on them because of the NEC development.

Examples of representative comments included:

- "We would question the relevance of this policy to Cambridge Science Park."
- "We would question the relevance of this policy to St. John's Innovation Park."
- "The level of detail and prescription on street design and dimensions are yet again very prescriptive and appear very fixed."
- "Not enough detail on how Milton Country Park access and capacity can be increased. Size is finite and insufficient for this increased number of residents."
- "There should be a greater sense of a planned street-scape and open and integrated community." (Q3)
- "I'd also like to see better access for all to the green spaces within the Science Park and a green bridge across Milton Road - I think this whole area needs to be transformed so that it no longer feels like a concrete [sic] barrier of motor traffic." (Q7)
- "Narrow strips of space along roads should not be included in the calculation of open space as they are not safe or healthy places for children to play or the elderly to sit." (Q7)

### **How your comments have been taken into account**

Policy 7 provides a comprehensive policy to guide the design of streets and spaces in the NEC area and there was overall support for the approach being identified. The policy complements the Spatial Framework which has been revised to increase the amount of informal open space available within the eastern part of the AAP area. The accessibility of the greenspace has been improved too with the network of green streets extended. The overall approach of creating a well-connected and clear network of streets and spaces has been maintained.

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.

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.

Part b of the policy now includes reference to meeting the needs of disabled people as part of street and other movement routes design.

Part c now includes wording to clarify that NEC should link seamlessly with 'its surroundings'.

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.

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.

Reference to the 'Cambridge City Council Disability Panel' within 'part h' of the policy has been deleted. The NEC AAP area extends across City and SCDC LPA boundaries and the Cambridge City Council Disability Panel only reviews schemes within the City Council boundary. National policy and best practice promote inclusive design and The Disability Panel can help to advise on such matters along with other technical experts within the Greater Cambridge Shared Planning service and external review panels such as the Cambridgeshire Quality Panel.

### **Summary of changes to the policy**

The policy title amended to Creating high quality streets, and spaces and landscape.

Restructuring to make the policy more effective, and amendments including:

- Reference added to part b to meeting the needs of disabled people as part of street and other movement routes design.
- Amendments to part c to clarify that NEC should link seamlessly with 'its surroundings'.
- 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.
- Part f amended to 'accommodate' rather than 'incorporate' trees and other planting of appropriate scale to adjacent buildings and public realm.

- 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.
- Part h (now i) amended to reference accessibility, and remove reference to the Cambridge City Council Disability Panel.

## **Policy 8: Open spaces for recreation and sport**

### **What you told us previously at Issues and Options (2019)**

- Previously you referred to the type of green space that should be provided within North East Cambridge. You stated that provision should be made for green spaces at a district scale including a number of walkable and cyclable neighbourhood level parks, which could be delivered early in the development. It was highlighted that this could include large green corridors and commons which would both offer recreational and mental health benefits to the residents and users. You also mentioned that smaller parks are easier to phase and deliver through the lifespan of a development.
- You stated that the area of land between the railway line and River Cam, commonly known as Chesterton Fen could be made into a Riverside Country Park and that this could act as a strategic facility.
- Connectivity was specifically raised with the need to have interconnected green spaces forming an area-wide broad network which is accessible to all residents and workers within the area and wider community.
- You also placed great importance on the creation of a landscape barrier to screen the A14. The importance of landscaping was also raised in relation to Milton Road and the Cambridgeshire Guided Busway.
- Connection between both sides of Milton Road via green bridges for pedestrian and cyclists to use was also raised, and that Cowley Road could be opened to provide more green space and leisure facilities. You also felt that more use should be made of the Jane Coston Bridge and the connections to the wider area, including pedestrian and green infrastructure/habitat links to Milton Country Park.
- Some of you also raised the fact that Milton Country Park is at capacity, but future expansion plans would improve capacity of the country park.
- You also suggested that the Bramblefields nature reserve should be connected to the Guided Busway via the cycle path and that any connections to Milton Country Park or peripheral green routes around the Area Action Plan need to be equestrian friendly.
- You placed great emphasis on the need for green and open spaces to be truly multi-functional, supporting a range of functions including landscaping, drainage

and flood management, leisure and cultural provision. You stated that they should be available all year round and throughout the day.

- The actual quantity of open space was mentioned as an important area to address although less commentary was received on this than the quality and multi functionality of open spaces. It was also recognised that some of the open space provision will need to be met off-site and suggestions that the river corridor would be a suitable location for this.
- Lastly, there was commentary around the requirement to have a maintenance and management plan in place for open and green spaces. As well as this natural surveillance and replacement/refurbishment of existing local playgrounds/open spaces outside of the Area Action Plan boundary were seen as important considerations.

### **How your comments were taken into account**

- The policy states the adopted standards that should be applied to open space provision. However, the Area Action Plan prioritises multifunctional and all seasonal publicly accessible open spaces over quantum.
- The policy specifically does not refer to the use of Chesterton Fen as a riverside country park as this area falls within a functional flood plain and is also a sensitive for biological reasons. Nevertheless, this area has the potential to be used for informal open space.
- Although multi functional open spaces are supported in the policy, functional SuDS cannot be considered fully accessible to formal or informal open space. However, they will form a wider green infrastructure network, and will perform a biological function and provide habitat creation, so will be multi-functional from that perspective.
- The comments around connectivity have been taken into account and the policy requires existing and new open spaces to connect and form a network with the wider area beyond North East Cambridge through the provision of green corridors, as shown on the Spatial Framework.
- The policy also places an emphasis on securing contributions from developers for the future management and maintenance of open space provision as part of any planning application. The policy also safeguards existing facilities within North East Cambridge to ensure they are not undermined by new development and to support proposals that make them publicly available.

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- Unsustainable provision of less than 10% open space\* (impact on natural resources and existing surrounding infrastructure e.g.,

congestion/accessibility and pressures on Milton Country Park that is already at capacity\*, similarly with Chesterton Fen, removal of existing green space e.g., Science Park).

- Does not meet the Cambridge Local Plan requirements
- Nearby open spaces will not accommodate the influx and use by 18,000 more people without improvements
- Too few quality recreational green spaces (including informal and formal recreation space (LAP, LEAP and NEAP), playing fields and sports pitches, tennis courts, basketball courts, equestrian access, swimming pool, young people's space e.g., well-lit skate provision, benches, outdoor gym & play areas, parks for people to use to benefit health and wellbeing and minimise travel to recreational spaces).
- Too little land provided or preserved for nature reserves and biodiversity / concerns for loss of existing habitats (including bird boxes, bird feeders, insect houses, provision for wild animals, flower meadows).
- Support to ensure efforts are made to provide well-designed and varied planting, verges, hedgerows and effective green corridors/links not just concrete plazas, 'pocket parks' and linear spaces (reduce heat island effect).
- Limited access to private green and outdoor space / gardens for residents (especially as a result of Working from Home / Covid-19).
- Support for vision and principles focused on places for everyone including walkable/cyclable access to green space both on site and in surrounding area (but needs greater emphasis).
- Too little land provided for community gardens, orchards, herb gardens and allotments for food growing, communal planting and education.
- Access to new and existing high-quality green space should be provided.
- Open spaces allowing for a range of uses e.g., sports, recreation, playgrounds that will support community activities for a range of groups, ages, and abilities.
- Ensuring there are well-designed green verges and a planting along roads and pavements to find a balance between green spaces and the built environment.

Direct responses to Policy 8 supported the need to provide access to new and existing high-quality green space which is both functional and varied and allows for a range of recreational opportunities e.g., sports, recreation, playgrounds that will support community activities for a range of groups, ages, and abilities.

A number of comments and objections highlighted further concerns for provision on-site. Of the 14 responses received, the majority were comments raising concerns but also recognising the benefits of providing green space. There were 5 direct objections and one response supporting Policy 8.

Comments expressed support for:

- The provision of green spaces that support health and well-being and which link into the surrounding area including Chesterton Fen.
- The provision of a range of greenspaces to include small neighbourhood greens.

Examples of supportive responses included:

- “I particularly like the focus on green spaces, pedestrians and cyclists.”
- “It sounds excellent, especially the focus on promoting health, encouraging walking and cycling, encouraging use of outdoor spaces, and community.”
- “Without doubt, the summary of the vision for North East Cambridge sounds wonderful. That is the easy bit, but definitely something to aim for”.
- “I like the idea of green links to existing green spaces. I think opening up the Chesterton Fen area would be a great achievement”.
- “We welcome proposed new links, bridges and underpasses presented in Figure 1.2 to improve access to existing green spaces”.
- “We support small neighbourhood greens and play spaces throughout the development so that every resident is able to access a green space area”.
- “Green infrastructure should be a key element of the design of the area”.
- “The delivery of open space and recreation facilities in North East Cambridge is broadly supported because it contributes towards high quality spaces and meets health and wellbeing needs”.
- “The policy requires all open spaces to be publicly accessible, but it needs to be recognised that open spaces within commercial developments may not be overtly public”.

Concerns and issues raised by responses included:

- Insufficient provision of green spaces that don't meet the Local Plan requirements and depend too heavily on surrounding green infrastructure including Milton Country Park and Chesterton Fen
- Homes should have access to much more outdoor space not just linear parks/corridors – the AAP doesn't reflect needs highlighted by increased working from home and Covid-19
- Too few informal and formal recreation spaces e.g. skate provision, play areas, playing fields, sports facilities to benefit health and wellbeing on site
- Concern for loss of existing wildlife if land is removed and not re-provided as nature and wild spaces on site
- Need for greater community garden/allotment provision to allow for sustainable food growth



- The green space provided should be done so in more appropriate ways e.g., not like the 'Cowley Triangle' or linear strips.
- Concern that off-site provision will have negative impacts upon Milton Country Park, Bramblefields Local Nature Reserve, Chesterton Fen, and access routes to River Cam.

Examples of representative comments included:

- “Whilst the AAP commits to improving access to nearby green spaces such as Milton Country Park and Chesterton Fen, Natural England believes that provision of 10ha of public parks and squares is wholly inadequate for a development this scale and density”.
- “There should be more provision for outdoor wide space, not just as corridors between places. Reliance on existing wilder areas should not be included. e.g., Milton Country park is already a busy and well used space.”
- “Access to Milton Country park should not be a substitute for green space within the development area”.
- “There needs to be a large, exciting playground for older children not just small playgrounds. There is not enough provision for teenagers and young people”.
- “There are a lot of allotments in North Cambridge and long waiting lists for plots to grow fruit and vegetables. Allotments would be a great asset to the area which has very little green space and no gardens...it has been proved that it helps mental health”.
- “It appears to be largely undecided how the open space requirements will be satisfied. The AAP proposes just 9.6 hectares as a linear and triangular park (see Figure 6), which will provide less amenity, e.g., to play informal sports, than recreation grounds elsewhere in Cambridge”.
- “We are concerned that the scale of development proposed within the NEC Action Area necessitates the provision of significantly more open space than can possibly be accommodated on-site”.
- “The provision of open space is low for the planned number of residents and surrounding spaces such as the river path and Milton Country Park are already overstretched”.
- “North east Cambridge is seriously under provided with open space. The proposed development exacerbates this situation”.

### **How your comments have been taken into account**

We have completed a detailed analysis of how open spaces can be properly provided using a variety of approaches at NEC. This analysis responds to the concerns raised about the ability for NEC to deliver adequate open spaces. As such, the Open Space & Recreation Topic Paper elaborates in much greater detail about

these different innovative forms and spaces. It also explains how these spaces need to respond to the need for people, of all ages to be able to lead healthy and active lifestyles throughout the year, not just in fair weather. These spaces can also potentially support a multi-functional role which can support community activities to support community well-being and social cohesion. By setting these requirements, the AAP identifies that open space provision should be more than just a numerical requirement, but one also based on quality, accessibility and functionally. The responses made have also been used to inform a review of the overall Spatial Framework with further consideration made about the amount of informal open space being provided and accessibility to it.

In terms of the amount of open space being provided onsite, the policy wording has been changed to make it clear that all informal open space and children's play space requirements will be met within the AAP boundary. The minimum amount of open space (in hectares) for each of the development areas will also be identified in the policy and accompanying figure.

Additional wording makes it clear that there is an expectation that opportunities for food growing spaces will also be provided.

The quality of open space wording has also been clarified to include the word 'usable' to ensure that open spaces have unrestricted access for new and existing residents and visitors to the area.

The policy places greater emphasis on the need for high quality, low maintenance, water efficient spaces which respond to mitigating climate change. Open spaces need to be multi-use functional, accessible, and usable throughout the year to ensure unrestricted access for new and existing residents and visitors to the area.

### **Summary of changes to the policy**

Amendments to make the policy more effective, and to clarify open space requirements, including:

- Increased open space areas on site reflecting changes to the spatial framework;
- Require that informal open space and children's open space be met on site in full;
- Formal Sport facilities to be met through a combination of on-site provision and contributions to off-site facilities.
- Opportunities to provide food growing spaces for residents on-site are also expected as part of the design of both buildings and their surrounding public realm and open spaces.

## **Policy 9: Density, heights, scale and massing**

### **What you told us previously at Issues and Options (2019)**

- There were a mix of views provided regarding scale and massing at North East Cambridge. There was support for using higher densities where there is good accessibility around the transport hubs including Cambridge North Station and around key amenity spaces. Eddington at North West Cambridge was cited as an example of a good medium height and varied density development and accordingly high-quality design was considered key to ensuring the area could manage higher densities appropriately.
- Concern was expressed that taller buildings would have a negative impact on the rural settings of The River Cam, Fen Ditton and wider Cambridge Green Belt which are near the North East Cambridge area. Further concerns were expressed that taller buildings may impact on the historic core of Cambridge. A suggested 'cap' of 6-8 floors was suggested by some with a lower maximum of 2-4 storeys suggested by others.
- However, there were concerns raised about very high-density development, with a feeling that it should be low density with 'ample green space' provided. The impact of taller buildings often associated with higher density development and the importance of assessing visual harm was highlighted.
- Concern was raised about microclimatic issues created by tall buildings.
- The need to properly assess building heights and densities within development proposals was highlighted by several respondents. The use of Visual Impact Assessment methodologies to assess whether tall buildings will be harmful on the setting of Cambridge was highlighted. It was noted that a sound evidence base and understanding of what a higher density development at North East Cambridge will do in terms of impact were highlighted as important for informing the preferred policy approach. The need to consider aspects such as the airport safety zone were raised too.
- There was support for the idea of making development within North East Cambridge more visible from Milton Road. There was concern raised about the area feeling too urban and visually cluttered and that a rural character should be 'maintained' with the idea of adding commercial frontages onto a five-line highway considered 'appalling'. It was also raised that it would be important to consider the relationship between new development and Milton Road and how this could inform enhanced walking and cycling provision.

## How your comments were taken into account

- The proposed policy considers the importance of both density and good design together to ensure the delivery of a well-designed higher density new city district. The density of development is informed by its accessibility to sustainable transport modes such as key pedestrian and cycle links, the Cambridgeshire Guided Busway and the transport interchange associated with Cambridge North Station.
- To understand the potential impact of development, the Councils have undertaken a Landscape Character and Visual Impact Appraisal to inform the preferred policy but are also commissioning a Heritage Impact and Townscape Assessment to inform a wider Townscape Strategy for North East Cambridge. This will ensure that taller buildings as part of development at North East Cambridge will not impact on the Historic Core of Cambridge, the setting of the City and surrounding heritage assets, as well as nearby established residential neighbourhoods.
- With respect to the landscape assessment the potential impact of taller buildings has been considered and locations have been identified where taller buildings can be located to minimise harm on the wider Fen landscape. These locations have then informed the positioning of the district and local centres and the subsequent proximity to sustainable transport connections. Building heights can also help with wayfinding and district identity and so localised increases in height are being considered to promote this. Whilst overall heights are taller than the heights of 2-6 storeys suggested in comments, the strategy is to bring forward a range of building heights to create a varied and well-articulated skyline, the ambition of which is reflected in the policy.
- In response to concerns that the new District could be a windy and heavily shaded place, it is important that when planning for tall buildings a high-quality street level environment is created. It must be human in scale and resolve microclimatic issues to produce well designed, attractive and comfortable streets and spaces throughout the year. Cross-sections have been devised to show the scale of the street width to building heights as part of each of the centres throughout the North East Cambridge area. These demonstrate how large-scale trees, footways and other open spaces can be easily accommodated whilst delivering the scale of development required to make development at North East Cambridge viable and acceptable.

## What you told us about the Draft NEC AAP (2020)

Support the overall vision and approach

Heights shown are overly cautious and below the LCVIA (January 2020)

Approach not supported - overdevelopment of the site - building heights, densities and quantum remain too great when considering the location of the NEC within historic Cambridge, the existing site constraints and the proposed mix of uses. Liveability needs to be factored in and inform density proposals.

Heights proposed inappropriate, impact on the beauty and character of Cambridge and conflict with the notion that City should become taller and denser towards their centre

Heights do not reflect current Cambridge buildings and need to be more graduated shapes (think Hammarby Sjöstad). Houses and flats needed.

Proper assessment of tall buildings will be needed and they will need to be designed with great care.

Proposed density, heights, scale and massing will not deliver the intended 'Vision'.

Phasing of development will be important to ensure that tall buildings are compatible with existing uses

Concerns that diagrams relating to density, heights, scale and massing are overly prescriptive and not allow sufficient flexibility for the planning application process

There may be special circumstances to support a taller building beyond the heights specified.

High densities on the eastern part of the site appear to have been made necessary by the land use restrictions on the western part of the site

Deep foundations required for the tall building must not harm AW retained or new infrastructure assets

Open space amount is inadequate for the density of development

Need to rethink to reflect changes to work, home brought about by COVID19 and particularly employment space and personal living space and outdoor space

Whilst there was some support for the vision and approach, the overwhelming majority of respondents did not support it. There were significant number of concerns raised about the proposed scale and massing of development at NEC with the majority of responses not supporting the proposed approach to building heights and densities. The lack of support centres around three key areas; first is the impact that the density and scale will have on the quality of the place being created at NEC; second is the impact on the character and setting of Cambridge and the key views in from nearby existing communities; and third was the inadequacy of open space provision on the site, in part created by the proposed density of development. The Covid pandemic also figured in many of the responses received with the need for access to garden space, public open space and home working space within

dwellings all highlighted. At a more technical level, concerns were also raised that the policy and supporting diagrams in are too prescriptive and fail to make best use of the land available.

Comments expressed support for:

- Identification of heights that correlated with emerging schemes on some of the land ownership parcels in the NEC area.
- The need for further landscape and visual assessments along with heritage impact assessment.

Examples of supportive responses included:

- “We welcome the requirement in the policy for proposals to include appropriate landscape and visual assessment as well as heritage impact assessment and massing studies, together with the wider skyline and heritage assets.”
- “It is refreshing to see Cambridge building up rather than out.” (Q6)

Concerns and issues raised by responses included:

- Inappropriate scale and massing and overall quantum of development
- Impact on the historic character of Cambridge
- Inadequate Open space for the density of development being proposed.
- Policy and supporting diagrams being overly prescriptive in terms of heights

Examples of representative comments included:

- “Where is the individuality and flair that you often see in new urban building in other countries? There is a wonderful opportunity that seems to be being squandered here.”
- “The open space is laughable for this density of development. Go back to the drawing board and start again.”
- “The density can be provided in other ways and should be re-thought.”
- “Given the aspiration for high-density living, it makes little sense to exclude housing from the relatively low-density Science Park. Without housing, the open space in the Science Park will continue to be underused and open spaces to the east of Milton Rd overused.”
- “The number of dwellings on NECAAP needs to drastically come down to support a community that needs parks, open green spaces, road infrastructure, schools, shops and dwellings that will support a post-COVID way of life.” (Q1)
- “Pathetic! You are creating future slums.” (Q1)

- “Comparing a 13 storey ugly block of flats to King's College Chapel is a joke!” (Q1)
- “The vision is great, but your plans won't achieve it. Too many high density high rise flats. These aren't homes and won't build communities.” (Q1)
- “Try not to pack people like fish in a tin.” (Q6)
- “Density must be limited to 80 dwellings per hectare, rather than the 330 to 385 proposed at present, which is outrageously high and will blight the lives of the people forced to live there.” (Q6)
- “It's good to have a mix of building heights, but a range of 6 to 13 storeys for the residential areas is far too high for this city and for this location.” (Q6)
- “This will create a dense, urban hell totally unbecoming of our beautiful city.” (Q6)
- “It would be helpful to have examples in Cambridge of where those kinds of heights and densities exist.” (Q6)

### **How your comments have been taken into account**

A significant number of representations made raising concern about the amount of development proposed, building heights and related scale and massing, along with the general concern about the quality of what could be built. We have undertaken a thorough reassessment of the site capacity, distribution and amount of public open space and used the Heritage Impact Assessment, Townscape Assessment and Townscape Strategy to inform a series of changes to the proposed Spatial Framework and related Figure 19: Open space network to be created by the Area Action Plan, Figure 21: Building heights considered suitable at North East Cambridge and Figure 23: Residential densities considered acceptable at North East Cambridge. The change to the amount of employment space and a revised understanding of the mixed-use components of the new district and what is included in the net residential area calculations, have allowed us to maintain the overall housing numbers but with a lower overall density and increased open space.

The advice from the HIA allows us to proceed with confidence that the overall heights on the amended Figure 21 will not result in harm to the historic environment including key approaches and from near and more distant heritage assets.

The policy wording has been comprehensively revised to provide a clearer understanding of our expectations about the approach expected to density, heights, scale and massing at NEC and 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.

In addition, the policy wording now makes 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.

Amendments to the following supporting figures to align with revised spatial framework have also been required to reflect the increase in Informal Open space provision, a reduction in building heights and reduction in net residential densities:

- Figure 19: Open space network to be created by Area Action Plan.
- Figure 21: Building heights considered suitable for North East Cambridge.
- Figure 23: Residential densities considered suitable for North East Cambridge.

### **Summary of changes to the policy**

Amendments to make the policy more effective and to clarify approach to density, heights, scale, and massing at NEC and 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.

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.

Amendments to the following supporting figures to align with revised spatial framework have also been required to reflect the increase in Informal Open space provision, a reduction in building heights and reduction in net residential densities:

- Figure 19: Open space network to be created by Area Action Plan.
- Figure 21: Building heights considered suitable for North East Cambridge.
- Figure 23: Residential densities considered suitable for North East Cambridge.

### **Policy 10a: North East Cambridge Centres**

#### **What you told us previously at Issues and Options (2019)**

- Broadly the comments received supported the Issues and Options Indicative Concept Plan. In particular, it was noted that there is support for encouraging people to travel by walking and cycling and that roads should be designed on the edges of the site to encourage quicker, easier and more sustainable ways of travelling.



- However it was also suggested that the district centre should be located around Cambridge North Station to create a 'destination' location containing retail and other town centre uses. However others suggested that the district centre be located within Cambridge Science Park at the planned Trinity College Hub.
- Generally most comments agreed that North East Cambridge should provide a range of supporting facilities, including shops, community facilities and socialising spaces, to create a place where people can enjoy living and working. These non-residential uses should be well integrated to help create vitality and vibrancy to this new city district.
- There was also support for some shopping provision in the vicinity of Cambridge Regional College as well as independent retail provision.
- You also told us that new services and facilities should be located close to existing residential areas in order for both new and existing residents to benefit.

### **How your comments were taken into account**

- The proposed policies provide further development requirements and design guidance for proposals that sit within the North East Cambridge centres. These policies, in combination with the other policies of the plan, identify how the centres should be designed around people rather than vehicle movements. The District Centre for example is 'access only', meaning that vehicle movements to Cambridge North Station and the Aggregates Railheads, are kept away from this important local hub of services and community facilities whilst ensuring pedestrians and cyclists are prioritised.
- The proposed approach to the location of the District Centre is for it to be located on Cowley Road between Cambridge North Station and Milton Road. This would place the centre at the intersection of important pedestrian and cycling routes, including new routes identified on the Area Action Plan Spatial Framework from the existing residential areas in East Chesterton. It is recognised that Cambridge North Station will be an important gateway location into the site and an important local transport hub. Therefore a local centre, referred to as Station Approach, is proposed for this location. The suggestion to locate the District Centre within Cambridge Science Park could undermine the potential for people to use this centre for day to day needs due to the physical separation of this area from the residential led development on the east side of Milton Road.
- The proposed policies within the plan identify that the centres should contain a mix of community, cultural and retail facilities and services to create areas of interest and vibrancy within the Area Action Plan area. Their locations, including the Cambridge Science Park local centre, mark the intersection of

key routes for pedestrians and cyclists entering North East Cambridge from the residential communities to both the north and south in order for them to serve the daily needs of those living and working beyond the Area Action Plan boundary.

## **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- The centres require more services and facilities
- Support the location of the centre
- The density of development in the centre is excessive
- Do not support the location of the centre
- The amount of office floorspace is too high / not needed

Comments mainly supported the location of the District Centre but expressed varying degrees of concern about the amount and mix of community uses within it. Many felt that larger sporting, recreational and leisure facilities were needed to support the anticipated number of new residents and workers. Some comments noted that the density of development across the site and in the District Centre is too high whilst many comments that disagreed with the location of the District Centre also objected to the principle of comprehensive redevelopment within the AAP, namely the relocation of the Waste Water Treatment Works.

Comments expressed support for:

- The location of the District Centre
- The need to provide opportunities for local businesses including the proposed market square
- The approach of mixing community uses, shops and homes

Examples of supportive responses included:

- “The development of an entirely new community area from scratch is a wonderful opportunity to create a development inclusive of transgender, non-binary, intersex and gender-non-conforming people inherent in its very design.”
- “An overall very positive policy with regards to creating new community areas.”
- “I like the ideas of the content and placing of the community centres. They appear to cover most needs”
- “I have no problem about 8000 homes and 18000 residents as long as design is good, traffic is well managed, transport is dramatically improved and open space is increased. Under these conditions I'd even go further; better to

provide as many homes as close as possible to the centre and to jobs. Let's not squander this space."

- "I welcome the focus on 'creative local businesses' and the provision of space for market stalls. It will be important to provide good facilities with suitable access that meet the needs of traders, learning from experiences in established markets (such as Cambridge Market Square)."
- "It's good that the four hubs seem well spaced and that they are easily accessible by bike and on foot."
- "I really like the proposed square being a multi functional space with stalls and place for people to spend time socialising."
- "The District Centre looks great but will only be useful to those in East Chesterton if it is easily accessible from the area. Currently the Mortlock Estate is closed in by a wall along Nuffield Road, and an industrial estate between us and the busway. If these barriers can be overcome then the Centre will be really exciting for us."
- "I think it looks incredible."

Concerns and issues raised by responses included:

- The centre needs to provide more community facilities, commensurate to the number of people anticipated to be living and working in this area
- The amount of office space proposed within the centre and across the AAP area is questionable given the impact of COVID on working patterns
- General comments objected to the principle of development in this location
- The need for the centres to be based around the needs of the local community which are easily accessible to everyone living and working in the area

Examples of representative comments included:

- "The high density of building throughout the entire development is too overwhelming".
- "I appreciate the need for more housing in Cambridgeshire but this is not the right place (f)or development."
- "The social and cultural hubs should be geographically spread as proposed. Their precise location should not be prescribed.... Plan is currently unduly prescriptive"
- "It would be good to have several hubs as such which each household can walk to in 15 minutes. They could have facilities such as Arbury Court".
- "There should be a greater sense of a planned street-scape and open and integrated community."
- "Each of hubs should have some activity area so the area does not become a hotel-like district where people will live but have nothing to do. Community

and cultural facilities should be plenty and developed to meet needs of all age groups living in the area”

- “Maintaining high architectural standards and aiming for centres that are primarily driven by community need rather than commercial opportunity is key.”

### **How your comments have been taken into account**

Creating a walkable neighbourhood which serves the day to day needs of those living and working within North East Cambridge will be dependent on the timely provision of a number of new ‘centres’ which will provide retail, community, health, indoor sport, education and cultural facilities. The Spatial Framework for North East Cambridge has been updated and sets out where these new centres will be located within the AAP area. The introduction of a new centre (Greenway Local Centre) will now ensure that all homes within the AAP area are within a five-minute walk of a centre. This will support a number of the strategic objectives of the Plan and minimise the need for people to travel, in particular by private vehicle which compliments the North East Cambridge AAP Trip Budget.

There were lots of ideas about the sort of places these centres should be. The centres are intended to be areas containing a number of uses, enabling people to visit multiple facilities within one journey whilst also creating a lively, people focused environment across all parts of the day and week. The amount of development, in particular heights and densities, has been considered and addressed under Policy 9: Density, heights, scale and massing whilst the provision of community, cultural and sports provision has been addressed under Policy 14: Social, community and cultural infrastructure and Policy 15: Shops and local services.

Changes have been made to the policy responding to changes to the spatial framework, and opportunities these centres provide.

### **Summary of changes to the policy**

The policy has been updated to reflect the changes to the NEC Spatial Framework as well as the revised development numbers and land uses. Other changes include:

- Amend and clarify retail unit maximum size from 50m<sup>2</sup> to 110m<sup>2</sup> net, to 50m to 150m<sup>2</sup> gross;
- Include reference to opportunities for indoor sport and outdoor leisure;
- With regard to biodiversity and greenspace add reference to opportunities to bring people closer to nature;
- Updates to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).

## **Policy 10b: District Centre**

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- Concerns over the amount / scale of development in the District Centre
- The rational and location of the centres is understood / supported
- Support that the District Centre is located on a key walking and cycling route
- Centres should incorporate more cultural, recreational healthcare and sporting facilities to serve local needs
- There should be more centres
- The District Centre should be located in an alternative location

Comments mostly supported the location of the District Centre based on it being positioned on key walking and cycling routes which connect to both the wider AAP area as well as surrounding neighbourhoods beyond the AAP boundary. However some suggested that the District Centre should be located around Cambridge North Station based on the proposed public transport hub. There was a clear support for the District Centre to include a wide range of services and facilities including cultural, sports and recreational uses to ensure it best serves the existing and future residents across the area.

Comments expressed support for:

- The location of the District Centre on key walking and cycling routes
- A modern market place to create a heart to the new community
- The wide range of uses being proposed within the District Centre

Examples of supportive responses included:

- “We support that this centre, including a school, has been located on a key walking and cycling route and integrated with the First Public Drain biodiversity corridor, but away from motor traffic.”
- “The location and mix of uses included within the proposed District Centre are supported.”
- “We also support the main district centre being located on a key route from Milton to East Chesterton and close to the Busway cycleway. This will mean that the library, health centre and arts hub are easily accessible and therefore of great benefit to surrounding communities.”

Concerns and issues raised by responses included:

- The amount and scale of development in the District Centre
- The location of the District Centre

- The services and facilities being provided within the District Centre

Examples of representative comments included:

- “Concerns over quantum and location of High Street”
- “There should be a clear visual link to the new walking and cycling bridge over Milton Road”
- “I don’t see that a visual focus around the district square by having a 13 storey high building is a good thing.”
- “Centres should incorporate more cultural, recreational and sporting facilities to serve local needs and address deficiencies (e.g. a swimming pool) in north Cambridge.”
- “The very ambitious main district centre should be further north east based on the main road.”

### **How your comments have been taken into account**

The District Centre will be the heart of the North East Cambridge area, containing the largest mix of shops as well as community, health, cultural and indoor sport facilities. The location of the District Centre has been carefully considered since the publication of the Draft NEC AAP and further evidence has been undertaken through the NEC Townscape Strategy (2021) on this. Nevertheless, the location of the District Centre within the draft AAP was broadly supported and therefore it is retained at the important intersection of Cowley Road, the NEC Linear Park and the Milton-Cambridge North Station diagonal.

Amendments have been made to the policy to reflect the changes to the NEC Spatial Framework as well as the revised development numbers, and amendments to provide clarification.

### **Summary of changes to the policy**

Amendments to reflect the changes to the NEC Spatial Framework as well as the revised development numbers, and amendments to provide clarification.

With regard to mix of uses, include indoor and rooftop sports and leisure, and health. Reference support for the day to day needs of people living and working within and adjacent to North East Cambridge;

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;

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.

Amendments to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).

## **Policy 10c: Cambridge Science Park Local Centre**

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- The local centre should include housing
- The local centre should provide social, cultural and recreational amenities and/or a secondary school
- The local centre should be located further away from King's Hedges Road and the main western access road into the Science Park to improve safety for people walking and cycling and avoid attracting drive past visitors
- The logistics hub should be located on Milton Road
- Support the inclusion of a local centre within Cambridge Science Park

Comments, including those which were neutral or disagreed with the question, mostly agreed with the need to provide a centre within Cambridge Science Park. The majority of the comments noted that it should be located away from the busy road junction at King's Hedges Road and should provide a wider range of services, facilities and mix of uses. There was broad support for new homes to be planned within this part of the AAP area.

Comments expressed support for:

- The rationale for a local centre within Cambridge Science Park
- The need for a local centre to provide a range of uses and facilities

Examples of supportive responses included:

- "The location and mix of uses included within the proposed Local Centre are supported."
- "The centres will therefore help foster greater activity and vibrancy around the CSP (for instance, new places to eat and drink might extend the time people stay on CSP, going to a café after work to socialise with co-workers), and will encourage workers to be more physically active (for instance, by leaving the office and walking to a sandwich shop for lunch), helping to promote healthier lifestyles for people working on CSP."

- “I think that creating mixed developments within the Science Park is an excellent Idea.”
- “It is good to have these centres where they are based on the make up of the area between business and residential.”
- “It would be fantastic to have new shops and services at the northern edge of the Science Park as CRC and King's Hedges have so few options. This would be a huge step towards improving existing communities whilst also developing new ones.”

Concerns and issues raised by responses included:

- The lack of any housing being proposed within Cambridge Science Park and the local centre as it does not create a mixed use area
- The location of the local centre on a busy road
- The lack of larger scale community, cultural, recreation and social facilities within the local centre
- The impact of further development on the character of Cambridge Science Park

Examples of representative comments included:

- “The proposed local centre at the western end of the Science Park could include a gradual introduction of housing along its southern edge, integrating it into Kings Hedges.”
- “The ‘mix of housing and jobs’ does not apply to half the site.”
- “One of the attractions of the science park is the green space and the buildings are modest in height, that will change if the proposal goes ahead as currently planned, this will turn the area into ‘any-town’, diminishing Cambridge and the science park itself.”
- “There is a noticeable lack of facilities within the west of the site which will remain a business-led Science Park with no housing or even a concert venue (which could double as a conference venue).”
- “The risk that densification would destroy the green qualities of this relatively low-density site. The attractiveness of the Science Park should be preserved whilst making it and its facilities more accessible.”
- “How can we realistically ensure that developers act responsibly and we end up with a balance of jobs, homes and amenities which make life comfortable and happy for residents?”
- “Cambridge Science Park is not the location for a consolidation centre”.
- “Who is it intended that the Science Park 'local centre' will serve?”
- “Considering its location near the regional college, it'd be useful to have a library there which could be easily accessed by students as well as professionals working in the area. Bars and restaurants there should also be



considered so that they could be accessible to people working at the science park as well as people living in King's Hedges who have currently a limited choice of shops or places to eat or go to.”

- “It will be too far from the majority of the Science Park and I am assuming the reasoning was to also serve Kings Hedges/Orchard Park residents. This should be reviewed.”

### **How your comments have been taken into account**

Cambridge Science Park will continue to be a world-class employment park and this is supported in the Area Action Plan. To help maintain this, it is important that commercial uses are supported by a mix of services and facilities which support the needs of employees on the Park. Additionally, Cambridge Science Park is adjacent to Cambridge Regional College and the residential areas of King’s Hedges and Orchard Park. The draft North East Cambridge AAP proposed a new Local Centre at the southwest corner of the Science Park which would also be assessable on foot and by bicycle to those living, working and studying locally. This approach was considered and supported by the NEC Townscape Strategy (2021).

Nevertheless, there were concerns from the public comments regarding the safety of the road junction at this location and this has been considered as changes to the policy have been made.

The provision of housing and other larger scale community, indoor sport, education and cultural facilities has also been carefully considered. Whilst the principle of some of these uses could be supported, it is unlikely that these will be delivered by the landowner over the Plan period. Additionally, the area identified for this Local Centre would not be able to facilitate a large facility due to the size of the site, with there being no opportunity to enlarge the size of the site due to existing development.

### **Summary of changes to the policy**

The policy has been updated to reflect the changes to the revised development numbers of the AAP. The other main changes are:

- Additional flexibility for residential to be delivered in the local centre above ground floor level.
- 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.
- Clarification that the open space to the east of the Local Centre should be available for public use.
- The Policy has also been updated to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).

## **Policy 10d: Station Approach Local Centre**

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- The policy should allow for a Specialist Maths College to be located within this Local Centre
- Cambridge North station car park should be re-provided within a multi-storey car barn
- Locating a local centre around the station is a good idea
- It is not clear now the consented development around the station will integrate with the rest of the development
- The Local Centre should provide more community services and facilities

Most comments agreed that providing shops and other facilities around Cambridge North Station was a good idea however the range of uses within this part of the AAP area varied. This included specialist educational institutions as well as leisure and cultural facilities. There was also concern as to how the consented hotel and office developments at the station will integrate with the wider development plans.

Comments expressed support for:

- A local centre in this location
- Re-providing the existing station car park within a multi-storey car barn
- The need to provide high quality, safe and convenient cycle infrastructure around the station.

Examples of supportive responses included:

- “Having a centre around the station also makes sense.”
- “I want to see the maximum number of people use Cambridge North station. The higher the apartments close to the station the better, because if people live close to it then they will be much more likely to use the railway.”
- “Leisure and recreation...provision around the railway station is good.”
- “Brookgate, in dialogue and agreement with Network Rail, also support the requirement for the existing station car park to be re-provided in a more efficient multi-storey car barn as part of a mixed-use higher density development proposal.”

Concerns and issues raised by responses included:

- The proposed secondary school could be located near Cambridge North Station which will benefit from access to rail as well as new cycle routes
- The policy does not allow for educational uses within the local centre
- How the consented office and hotel development at Cambridge North Station will fit in with the wider AAP development
- The quality of future development and retail and other service provision

Examples of representative comments included:

- “Policy 10d therefore needs to recognise the potential to accommodate a Specialist Maths School within the Local Centre”
- “Brookgate do not consider it appropriate to carry out further works on this drainage asset (First Public Drain, FPD). The culverted section of the FPD through the Cambridge North site is quite deep and any proposals to ‘open up’ a section of the drain would be difficult to achieve without steep sided slopes and would inevitably lead to H&S and maintenance issues in perpetuity.”
- “If the development round Cambridge central station is a model it will be high priced cafes and small expensive convenience supermarkets.”
- “It is vital that proposed developments on the approach to the station / surrounding the station, consider how they interact with the station environment and its operation.”
- “Given the existing planning permission in place for the Brookgate development, this will be problematic in terms of achieving proper integration.”
- “There is a lack of sports and leisure facilities such as a swimming pool – an ideal place for these would be close to the station and bus terminus to allow easy car-free access for people travelling from outside the new district.”

### **How your comments have been taken into account**

The Station Approach Local Centre is located at an important point within the AAP area, and will act as both an entrance into the AAP area from those coming by public transport as well as by foot and cycle from the northern parts of the city. It is therefore important that this centre is well integrated with the local area outside of the AAP boundary as well as with the wider AAP area. The NEC Spatial Framework identifies the location of the centre to achieve this aim whilst the mix of uses and amount of development is considered to be appropriate given the role of a Local Centre and its proximity to the proposed Transport Interchange at Cambridge North Station. It is also intended that this centre is complimentary to the District Centre, which serves a wider residential and employment catchment, rather than competing with it.

The provision of an educational facility in this centre was dismissed given that the majority of the residential areas will be within or adjacent to the existing Waste Water Treatment Works site. Therefore, locating a school or college in this location would increase the journey times for students living within the NEC area.

The consented office development and completed hotel at Cambridge North Station have been considered in the preparation of the Area Action Plan, in particular the layout of the Spatial Framework, and informing the evidence base documents and subsequent policies on heights, densities and land uses. Whilst these schemes have come before the adoption of the Area Action Plan, it is not anticipated that they will inhibit the comprehensive delivery of the AAP, as required by the existing adopted Local Plan policies.

Specific reference to taking the First Public Drain out of culvert has been removed due to the practical challenges of delivering this as well as long term management and maintenance issues.

### **Summary of changes to the policy**

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).

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.

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.

Clarification that the Local Centre should provide linkages to adjacent areas of open space.

Removal of specific reference to taking the First Public Drain out of culvert.

Inclusion of heritage in the issues to be considered.

### **Policy 10e: Cowley Road Neighbourhood Centre**

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- Cowley Road has the highest density development but has the fewest services and facilities
- How Cowley Road Neighbourhood Centre will integrate with the development proposals at St Johns Innovation Park
- The Cowley Road Neighbourhood centre is well-located on key cycling and walking routes with good access from neighbouring communities
- A secondary school is needed
- Relocating the Waste Water Treatment Works from Cowley Road into a Green Belt location will have significant environmental, climate and biodiversity implications

The majority of the comments agreed that the Cowley Road Neighbourhood Centre was well located on existing and proposed walking and cycling routes. However there was some concern that the centre was the smallest of the four new centres being proposed despite it being located within one of the densest parts of the site. It was also clear that as part of this, there was wide support for the provision of a secondary school.

Comments expressed support for:

- The location of the neighbourhood centre
- The centres good accessibility to walking and cycling routes

Examples of supportive responses included:

- It's good that the four hubs seem well spaced and that they are easily accessible by bike and on foot.
- The centres will therefore help foster greater activity and vibrancy around the St Johns Innovation Park, and will encourage workers to be more physically active, helping to promote healthier lifestyles for people working on the Park.

Concerns and issues raised by responses included:

- The lack of confirmation of secondary school provision
- The lack of services and facilities in this location, given the high-density residential development proposed in this part of the AAP area
- Reference to the provision of a pedestrian and cycle bridge over Milton Road when this is yet to be deemed necessary
- How redevelopment proposals at St John's Innovation Park will form part of the neighbourhood centre
- The relocation of the WWTW to a Green Belt site

Examples of representative comments included:

- The Cowley Road centre would be better placed somewhere else with a walking access e.g. along the busway (Cambridge Regional College perhaps?)
- Cowley Road centre appears to have highest density and highest buildings but served by fewer facilities
- We support that this centre has been located on a key cycling and walking route. However, we note that plans for development of St John's Innovation Park, submitted in August and September 2020, already threaten the delivery of the district's vision with two car barns (rather than one) and substandard walking and cycling connections
- Disagree with safeguarding for secondary school which is not supported by the evidence base.

### **How your comments have been taken into account**

The Cowley Road Neighbourhood Centre was carefully located at the intersection of Cowley Road (North) with the new 'Green Street' linking across from St Johns Innovation Park to Cambridge Science Park and the diagonal link down to the new District Centre. The intention of the centre was to meet the daily needs of people living and working in this part of the AAP. Further work has since been undertaken, including the NEC Townscape Strategy (2021), to update the AAP Spatial Framework and the overall mix of uses and amount of development across the AAP area. This has resulted in changes to the number of homes served by this centre, the proposed residential densities as well as the size of the centre.

The Vision for North East Cambridge is to create an inclusive and walkable new city district. The location of the centres in the draft AAP meant that the north east corner of the AAP area fell outside of a short walk to a district, local or neighbourhood centre. Therefore this has been addressed in both the Spatial Framework and this policy.

The need for community facilities including education provision has also been considered further and this is set out in Policy 14: Social, community and cultural infrastructure and Policy 15: Shops and local services. These updated policies provide further clarification on the need for community, cultural and health facilities whilst the Education Topic Paper (updated 2021), confirms the educational needs generated by the AAP. The Topic Paper concludes that a secondary school is not required at North East Cambridge based on the proposed number of new homes and the anticipated type and size of homes expected to come forward.

The policy has been updated to reflect the inclusion of a new local centre towards the north east corner of the AAP area, known as Greenway Local Centre. This will ensure that all planned homes within the AAP are within around five minute walking

distance of a centre, further supporting the vision of the AAP for a walkable city district. The Cowley Road centre has also been updated to a Local Centre to reflect the residential and employment catchment of the centre. The updated development numbers within the AAP, including the distribution of shops, community and education facilities have also been updated in this policy.

### **Summary of changes to the policy**

Cowley Road Neighbourhood Centre changed to a Local Centre, and an additional new Greenway Local Centre added.

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.

Clarification and amendments to design requirements at each centre, including connections to open space and adjoining areas.

Updates to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).

### **Policy 11: Housing design standards**

#### **What you told us previously at Issues and Options (2019)**

- There was overall support for the creation of a higher density mixed use residential led development to the east side of Milton Road and the benefits of providing homes and employment near to each other supported by good sustainable transport options.
- However, there were concerns raised about very high-density development, including the quality and size of housing that would be provided and the impact taller buildings would have on microclimate.

#### **How your comments were taken into account**

- Concerns about the quality of the kind of place created at North East Cambridge in terms of amenity and microclimate are addressed through the 'Technical housing standards – nationally described space standard (March 2015)' requirement in the policy. The requirements set in the standards help provide accommodation that meets the needs of future residents in terms of internal spaces standards and accessibility.
- To provide a required standard for private and shared communal amenity space a series of minimum space standards are identified. Good design goes

beyond achieving minimum 'space standards' and the other policies in the Area Action Plan clearly set out expectations with regards to design quality at North East Cambridge. Evidence work through the North East Cambridge Typologies Study, has compiled examples of innovative buildings and developments that deliver higher densities whilst also creating great places in which to live and work.

## **What you told us about the Draft NEC AAP (2020)**

Comments mostly agreed with the overarching aims and principles expressed in the Area Action Plan vision but expressed varying degrees of concern about whether the approach in the Plan would actually provide adequate Housing Design Standards. There was clear evidence that respondents understood the need for standards in the area even if they did not agree with how the draft Plan proposed this should be provided.

Comments expressed support for:

- Provision of access to private outdoor space and gardens

Examples of supportive responses included:

- "I very much approve of the design requirement for 5m<sup>2</sup> pp of private outdoor space and I'd hope that this would be achieved wherever possible by balconies for all apartments".

Concerns and issues raised by responses included:

- Impacts of Covid-19 on living arrangements and required WFH / outdoor spaces
- Lack of diversity of family homes and liveability of homes e.g. gardens
- Use and dependence on lifts in high-rise buildings

Examples of representative comments included:

- "In the current Covid-19 pandemic, more people are working from home instead of working in offices where they can. Will someone living in the new accommodation have space to work from home, possibly with family members living with them? How much space will there be to be able to work from home, or for children to be able to study from home etc. in the proposed accommodation? Also trying to concentrate in an online work meeting or in an online school lesson is not easy if sound is bleeding into rooms from the next



door neighbours. Will there be sound insulation between residents in the proposed high rise buildings to prevent this?"

- "Every new household should have access to a space to grow its own vegetables, with a minimum 50 square metres of growing space per dwelling".
- "Too many new homes without gardens".
- "I think the density of news homes will compromise quality of life for residents. During covid we have identified the need for more space as we need to live and work at home and have established the value of easily accessible green spaces such as gardens and local parks".
- "The approach to building heights and density should be determined by aspects such as liveability rather than external factors which could lead to overdevelopment".
- "I am very sad when I think about the people who would end up living here. The plan says that there will be homes 'of different sizes and types', but as far as I can see, they will all be flats. Throughout the last 6 months, it has frequently been noted that the people who have been able to cope with lockdown the best are those who have a garden".
- "One-and two-bedroom dwellings in 13 storey blocks could lead to social isolation and lack of community. It doesn't cater for growing families. Are they expected to move out when children reach secondary school age, reducing diversity?"
- "Figure 13: A small point but increased floor to ceiling heights will inevitably increase overall building height. We need to be careful about how building heights are expressed in terms of storeys or metres as clearly floor to ceiling heights will have a bearing on this. This will need to be factored into any work on taller buildings and heritage currently being undertaken".

### **Policy 11:**

There were 6 comments and 1 supporting response to the policy, most of those agreed with the overarching aims and principles expressed in the Area Action Plan vision but 1 objected, expressed varying degrees of concern about whether the detail in the Plan would actually match up to the ambition. There was clear evidence that respondents understood the need for housing design standards in the area even if they did not agree with how the draft Plan proposed this should be provided.

### **Comments expressed support for:**

- Housing design standards within residential developments
- Potential to increase the space set in the standards

### **Examples of supportive responses included:**

“Policy 11 sets out the housing design standards for residential development within North East Cambridge. Those standards are supported and can be met for the proposed redevelopment of the existing Barr Tech site”.

“It would also be good to ensure lobbies, hall ways (leading to apartments) and other shared spaces in the buildings also have natural light at regular intervals and comments on fire safety”.

“Only requiring residential units to "meet the residential space standards" when generally most consider these standards to be too small and the really bare minimum. It would of been nice to see Cambridge go one up and require a +10-15% as a minimum on the standards”.

**Concerns and issues raised by responses included:**

- Outdoor and balcony provision is inadequate and impractical in use
- Private balconies will be incompatible with surrounding uses due to noise

**Examples of representative comments included:**

“It is considered that the existing operations at the builders merchant on the Ridgeons site could be incompatible with private balconies on building facades adjacent to this site, in terms of potential noise generating activities”.

“Have you ever lived in a flat with a balcony? 1500mm minimum depth / width? That is an unusable space. The other proposals are great but will the developers adhere to them?”

“5m squared isn't big if there's kids there too”.

**How your comments have been taken into account**

The Area Action Plan is aiming to establish the highest quality living standards in North East Cambridge. Concerns regarding surrounding industrial uses impacting on the outdoor amenity space of residential properties are key considerations that the plan has attempted comprehensively mitigate and design out through its spatial framework and policies on environmental health and mixed use. The policies combined will ensure that balconies are not exposed to incompatible uses and that homes are designed in a way that supports the health of future inhabitants. The policy addresses balcony size and width to ensure they provide useable spaces. Applying minimum space standards also means the rooms in homes will provide living space to meet needs. Reflecting government guidance is not possible to set alternative standards.

Comments around social isolation and lack of garden space are noted, and these are significant concerns that are addressed through open space, community facilities

provision, and the capping of purpose-built rental properties. North East Cambridge is aiming to establish a new community that people identify with, while being a new neighbourhood that is seamlessly integrated in Greater Cambridge.

Amendments to the policy have been made to include more detail on improving liveability by detailing policy regarding separation of bedrooms and habitable homes to have regard to adequacy of any measures to prevent noise transference.

The policy requirements regarding accessibility of homes have been amended. Updated demographic projections indicate a greater demand for housing from over-65s. 5% of homes need to meet M4(3) with 95% meeting M4(2) accessibility standards, an uplift of 5% on the latter and new provision on the former.

### **Summary of changes to the policy**

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.

Amended standards regarding provision for accessible homes to 5% of homes need to meet M4(3) with 95% meeting M4(2) accessibility standards.

### **Policy 12a: Business**

#### **What you told us previously at Issues and Options (2019)**

##### **Location of business uses**

- We asked whether offices and R&D premises should be located across North East Cambridge in order to intensify the existing employment sites and create a mixed-use city district across the wider Area Action Plan area. Generally, there was support for this approach in order to enable people to live close to jobs.

##### **How your comments were taken into account**

- Reflecting your comments, the draft Area Action Plan distributes employment uses across the area. This will enable the delivery of a mixed-use city district where homes, jobs and facilities are easily accessible and motorised transport is minimised. In terms of an economic model, it also maximises opportunity for collaboration which is an important ingredient for innovation.
- The proposed policy provides clarity in respect of existing employment sites that wish to intensify. The adopted 2018 Local Plans promote good economic

growth, and this policy enables opportunities to increase the number of jobs in a plan led approach.

### **Types of business we should be planning for**

- We also asked you about the specific types of employment in this area and whether we should be planning for a particular business type. Whilst there was some support for solely focussing on science and technology, you mainly supported the need to ensure that there are opportunities within North East Cambridge for start up companies and Small and Medium Sized Enterprises (SMEs) to establish themselves and then grow within the area through the provision of 'move on spaces'.
- There was also broad support for the Area Action Plan to be flexible in its approach to new development, so that development is able to respond to future economic conditions and changing business needs.

### **How your comments were taken into account**

- Reflecting your comments, the proposed policy does not seek to promote or restrict a particular type of employment space but does set out a broad level of support where these types of spaces contribute towards delivering the overarching vision and objectives for North East Cambridge.

### **Amount of new businesses we should be planning for**

- Some comments felt that there is an imbalance in North East Cambridge between the number of jobs and homes. In order to rebalance the existing situation, some comments stated that there should be no further employment growth in this area and the Area Action Plan should solely focus on creating new homes.

### **How your comments were taken into account**

- Whilst one alternative option was to cap employment at existing levels, this could undermine the potential for good economic growth, which could have significant implications locally and across Greater Cambridge as well as leading to fewer possibilities for new employment development where a need is demonstrated. Enabling a range of new business development to take place at North East Cambridge creates the opportunity for a diverse range of employment types to come forward which has the potential to improve social mobility and serve the needs of not only Greater Cambridge and beyond, but importantly new residents to this area.

## Industrial uses

- Several concerns were raised regarding the displacement of industrial uses around Nuffield Road, and that the retention of associated jobs and services was important for the diversity of the local and Greater Cambridge economy. Comments mentioned that relocation should only be explored when appropriate and viable alternatives were identified. It was mentioned that proximity to Cambridge city centre would be key for any industrial uses re-located off-site.
- There was a general view that all relocations of existing industrial land would need to ensure that environmental health concerns, including contaminated land, odour, noise, and air pollution, need to be clearly identified and mitigated.
- Many comments agreed low density industrial uses could be re-provided in more efficient and denser sites. Several comments indicated that re-provision would need to ensure a variety of different opportunities for Small and Medium Sized Enterprises (SMEs) and creative industrial uses.
- One comment mentioned that the diversity of units would provide long-term flexibility for the future. Some comments caveated that any intensification of industrial uses would have to ensure there is no negative impact on the local townscape.
- There were several comments relating to the impact of industrial uses on vehicle trip generation. Some of these mentioned how consolidation of industrial uses would provide an opportunity to reduce overall trips. Others mentioned how consolidation away from Nuffield Road could provide an opportunity to reroute HGV trips away from adjacent residential areas and improve the pedestrian environment along the southern part of Nuffield Road.
- There was an objection to the redevelopment of Trinity Hall Industrial Estate as a residential led mixed-use scheme.

## How your comments were taken into account

- In line with your comments, the proposed policy aims to maintain the current level of industrial floor space. Intensification is being proposed as an opportunity to take advantage of existing land inefficiencies and provide potential for the modernisation of retained units to meet modern business needs. A range of units are envisioned to be delivered to enable existing industrial businesses to adapt to future needs and to provide space for new start-up companies to make a contribution towards good growth for the area.

The separation of industrial traffic from residential streets is a priority for the Area Action Plan to ensure that North East Cambridge can deliver on its placemaking and good growth objectives. This is set out in [Policy 21: Street hierarchy](#) and [Policy](#)

[20: Last mile deliveries](#), which outlines how delivery vehicles should be managed to consolidate deliveries.

- The impacts of industrial development on adjacent sensitive uses have been addressed within [Policy 25: Environmental Protection](#).

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- The amount of office floorspace proposed is supported
- The amount of office floorspace proposed is too high and/or does not reflect the impact of COVID on new working patterns and practices
- The amount of office floorspace proposed is too low
- The policy should be flexible to ensure that it can adapt to changing circumstances over the entire plan period
- The distribution and ratio of homes and jobs is unbalanced
- Permitted development rights will have an impact on commercial uses within the AAP area
- The diverse range of jobs and mixed use spaces is supported

Comments, including those which were neutral or disagreed with the question, did not object to the principle of commercial development in this area. However, many were concerned about the amount of commercial floorspace being proposed in the draft AAP, in particular, when many people are working from home due to COVID 19. This meant that some comments reflected the need to take a flexible approach to employment policies to ensure they could respond to the immediate and longer-term employment market and that provision was made for home working within the new homes developed. There were also concerns that the employment distribution was too heavily focused around Cambridge Science Park and not evenly spread across the AAP area. Also, that the balance between homes and jobs needed reconsidering as it resulted in residential densities and building heights which were harmful to the character of the city.

Comments expressed support for:

- North East Cambridge is the right location for high tech jobs
- The range of jobs and uses identified
- Placing homes and jobs in close proximity

Examples of supportive responses included:

- “The proposed retention and intensification of Business uses in this location is supported. As with any City, Cambridge needs to be able to provide jobs for

a wide mix of residents with a variety of skill sets. Currently this area, including the Science Park is able to accommodate a variety of business uses, including industrial, some of which complement one another.”

- “We support the location of a variety of different types of jobs and businesses in the area so that as many people as possible are able to travel to work without driving.”
- “The diverse nature of the use of the buildings - leisure, community, business and residential - means it has the potential to be a really wonderful and attractive space for all.”
- “Strategic planning for this site should be ambitious in making best use of this connectivity to maximise high-value job creation for the future of Greater Cambridge.”
- “To the extent that it is possible to anticipate the changes to working practices brought about by the pandemic, it appears that the ability to work near where we live and doing away with the need to travel into a city centre will become more prominent in the planning of employees and employers alike.”
- “A variety of jobs in an area of mixed-use buildings is welcomed so that many people can live close to their employment, but a better balance of homes and jobs is needed.”

Concerns and issues raised by responses included:

- People’s working patterns and needs have changed significantly due to COVID and the amount of office floorspace proposed is not likely to be required in the future based on current trends
- There is no mix of uses within Cambridge Science Park which is at odds with the concept of a mixed-use city district
- The employment policies need to be flexible to take account of changing economic and employment trends
- The balance between jobs and homes needs to be reconsidered
- The proposed number of jobs will mean a lot of people will be travelling into the area
- There is an acute housing need in Cambridge and the AAP should focus on new homes rather than new jobs
- The draft AAP should be proposing more employment floorspace to capitalise on the site’s accessibility and status as a leading employment hub

Examples of representative comments included:

- “We are developing a mixed-use city district not a housing estate next to a business park.”
- “Need more small business spaces.”

- “Whilst the principle of the draft NECAAP is supported, the balance between the provision of homes and office space is questioned.”
- “Due to the provision of commercial space, it appears that very high densities are planned. The resulting building heights are incompatible with the historic city of Cambridge and the fenland landscape.”
- “20,000 new jobs seems ambitious and whilst it is appreciated that new jobs provided will help to meet the wider needs of the area, it is considered important that the over-provision of new jobs should not be to the detriment of other locations and neighbouring authorities being able to attract and deliver economic growth.”
- “There should perhaps be more of a focus on homes rather than jobs in the NEC area.”
- “Even allowing for a slower level of growth than previously anticipated the Area Action Plan proposals do not go far enough. We must ensure that in the current environment of uncertainty, we do not miss an opportunity to plan in the right way for the future.”
- “In the future it is possible, if not probable, that more people will be working from home. We will really need more office space when so much currently stands empty or underused?”
- “It will be important that plans are flexible enough to cope with this changing circumstance and the changing nature of employment workspace requirements including within the home.”

### **How your comments have been taken into account**

North East Cambridge is an important part of the Greater Cambridge economy, playing a key role in the high technology and research and development sector. The NEC AAP, underpinned by the Greater Cambridge Employment Land Review and Economic Evidence Base Study, recognises that there is sufficient demand for additional commercial floorspace within this area which should be brought forward through the AAP.

The provision of a significant amount of commercial floorspace at NEC is a risk to the delivery of the AAP and in particular the Trip Budget approach to minimise further vehicle movements on Milton Road through further in-commuting. Additionally, a consistent issue noted from the consultation feedback was that there was a particular imbalance between the number of new homes and jobs and that this would exasperate the demand for housing within Cambridge. This imbalance would also not support the vision identified in the Plan for a mixed-use city district. Therefore, the updated Area Action Plan seeks to address this issue by reducing the number of new jobs across the Plan area which is now more closely aligned to the anticipated number of new residents that will be living at North East Cambridge.



The type and nature of employment floorspace set out in the NEC AAP is broadly aligned with the types of commercial premises the Greater Cambridge Employment Land Review and Economic Evidence Base Study advises for North East Cambridge over the Plan period. Additionally, the AAP seeks to pre-provide business floorspace where it will support industrial uses.

The impact of COVID-19 on medium to long term employment demands is yet to be fully understood. Whilst remote working currently means that a higher proportion of employees are working away from the office, physical office and commercial floorspace is likely to still play an important role within NEC, particularly as a number of employment sectors rely on specialist equipment, such as wet and dry laboratories.

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. 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.

Development proposals that would go beyond these levels would need to demonstrate impacts have been fully considered. In order to do this an additional requirement for an employment impact assessment has been added.

Technical updates have also been made to update the policy to reflect national changes to the use classes order which classifies development into specific types.

### **Summary of changes to the policy**

The amount of employment floorspace identified within the policy has been reduced from up to 234,500m<sup>2</sup> up to 188,500m<sup>2</sup> net additional business (Class E(g)).

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.

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.

Updates to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).

## **Policy 12b: Industry**

### **What you told us previously at Issues and Options (2019)**

#### **Industrial uses**

- Several concerns were raised regarding the displacement of industrial uses around Nuffield Road, and that the retention of associated jobs and services was important for the diversity of the local and Greater Cambridge economy. Comments mentioned that relocation should only be explored when appropriate and viable alternatives were identified. It was mentioned that proximity to Cambridge city centre would be key for any industrial uses re-located off-site.
- There was a general view that all relocations of existing industrial land would need to ensure that environmental health concerns including contaminated land, odour, noise, and air pollution need to be clearly identified and mitigated.
- Many comments agreed low density industrial uses could be re-provided in more efficient and denser sites. Several comments indicated that re-provision would need to ensure a variety of different opportunities for Small and Medium Sized Enterprises (SMEs) and creative industrial uses.
- One comment mentioned that the diversity of units would provide long-term flexibility for the future. Some comments caveated that any intensification of industrial uses would have to ensure there is no negative impact on the local townscape.
- There were several comments relating to the impact of industrial uses on vehicle trip generation. Some of these mentioned how consolidation of industrial uses would provide an opportunity to reduce overall trips. Others mentioned how consolidation away from Nuffield Road could provide an opportunity to reroute HGV trips away from adjacent residential areas and improve the pedestrian environment along the southern part of Nuffield Road.
- There was an objection to the redevelopment of Trinity Hall Industrial Estate as a residential led mixed-use scheme.

#### **How your comments were taken into account**

- In line with your comments, the proposed policy aims to maintain the current level of industrial floor space. Intensification is being proposed as an opportunity to take advantage of existing land inefficiencies and provide potential for the modernisation of retained units to meet modern business needs. A range of units are envisioned to be delivered to enable existing industrial businesses to adapt to future needs and to provide space for new start-up companies to make a contribution towards good growth for the area.

The separation of industrial traffic from residential streets is a priority for the Area Action Plan to ensure that North East Cambridge can deliver on its placemaking and good growth objectives. This is set out in Policy 21: Street hierarchy and Policy 20: Last mile deliveries, which outlines how delivery vehicles should be managed to consolidate deliveries.

- The impacts of industrial development on adjacent sensitive uses has been addressed within Policy 25: Environmental Protection.

## **What you told us about the Draft NEC AAP (2020)**

Comments, including those which were neutral or disagreed with the question, did not object to the principle of retaining industrial uses in the area. However, there were comments expressing concern at how industrial uses could coexist with residential dwellings. Some comments thought no heavy industry should exist on the site. There was also some support for the principle of affordable workspace provision, although there were questions around the viability of these, and further detail on these proposals was asked for. The principle of the re-provisioning industrial uses and intensifying them within the site was also supported

Comments expressed support for:

- North East Cambridge is the right location for industrial uses
- Affordable workspace
- Intensifying the uses

Examples of supportive responses included:

- Welcome proposals for 10% 'affordable' industrial floorspace and small 'last mile' delivery & distribution hubs.
- It is agreed that there is space to intensify existing business parks. The support in Policy 12a for the redevelopment of St John's Innovation Park to support existing and future business needs (including the redevelopment of existing under-utilised premises, including associated car parks, and the introduction of other supporting uses) is also supported.
- "The proposal to ensure that there is not a net loss of either Class B2 or Class B8 uses is supported. Further, the intention to increase this provision is a positive response to the needs of the Cambridge economy ensuring that a mix of uses can be provided across the wider site, allowing the retention and provision of jobs for a wide mix of residents with a variety of skill sets.
- Support recommendation to relocate industrial units and the aggregates railhead to the north-east corner of the site with a separate industrial access road added alongside the A14, which would remove large amounts of heavy traffic from the main route through the district.

Concerns and issues raised by responses included:

- How the affordable uses would be detailed and how industry could coexist with housing.

Examples of representative comments included:

- Further clarification of the requirement in Policy 12b to provide 10% of the new floorspace as affordable industrial workspace, subject to scheme viability, is required particularly as to what constitutes affordable workspace. It is not appropriate to leave it to the Council's Economic Development Team to work with developers to agree appropriate terms of affordability on a case by case basis as proposed..”
- My main concern is the amount of traffic that businesses/industry create and how that will coexist with residential areas and the concept of traffic-free and pedestrian spaces. Residents will face traffic noise/pollution from the A14 in particular.

### **How your comments have been taken into account**

North East Cambridge will continue to include industrial uses within the action plan area. It is considered important to maintain a mix of uses and a variety of employment opportunities in the area. Analysis has taken place to identify the current provision of industrial and warehousing/storage floorspace in NEC and to ensure that the equivalent (or greater) level of floorspace provision in the new development.

This floorspace will be focused on Cowley Road Industrial Estate and the northern part of the Chesterton Partnership area. As well as providing space for businesses, this industrial development area will provide a buffer for the existing aggregates area and it will provide an interim site for the relocated Waste Transfer Station. This configuration will help to mitigate the impact of these two uses on any nearby residential development.

Any new development within the AAP area will be required to comply with Policy 25 and Policy 26 of the AAP which deal with the mitigation of the environmental impacts of the development including health and amenity impacts.

The NEC Commercial Advice and Relocation Strategy has explored the existing industrial uses in the area, and this has been used to provide updates to the policy regarding floorspace. The policy and policy background have been amended to recognise the impacts on those business occupants that may need to relocate off site and the support available to help to identify new premises.

The interim solution for the Waste Transfer Station has been incorporated into the policy. The policy regarding the delivery and consolidation hub has also been updated to be consistent with Policy 20: Last mile deliveries and the size limit that policy includes.

Responding to issues raised in comments regarding viability, further clarification has been provided regarding affordable workspace that the level of discount to be applied will need to be secured on a proposal-by-proposal basis, having regard to overall scheme viability.

### **Summary of changes to the policy**

Changes to floorspace levels that reflect the findings of the NEC Commercial Advice and Relocation Strategy and the Typologies Study and Development Capacity Assessment. Clarification that these figures, and the commitment to re-provide industrial and warehousing/storage floorspace, refer to Gross Internal Areas

Restructuring of policy to include action titled 'principles for industrial development'.

Provision of the full title of the Greater Cambridge Employment Land and Economic Development Evidence Study (2020).

Clarification regarding the policy requirement to re-provide industrial and warehousing/storage floorspace, its role in providing a buffer to the Aggregates Railheads and proposals that exceed the identified floorspace levels.

Clarification regarding the availability of corporate support for affected occupiers to identify suitable sites and additional policy background text regarding relocation of businesses.

Additional requirement, along with supporting text, to ensure that design and siting of development provides an appropriate mitigation buffer around the Aggregates Yard and relocated Waste Recycling Transfer Station to address any potential health and amenity impacts on 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.

Amended the size of small delivery and consolidation hubs in line with Policy 20 of the AAP.

Amendments to guidance regarding the forms of consolidation.

Additions to policy background regarding affordable workspace with regard to overall scheme viability and the needs of the creative sector.

## **Policy 13a: Housing provision**

### **What you told us previously at Issues and Options (2019)**

#### **Housing quantity and mix**

- A mix of dwelling sizes, including some family sized units, was generally supported with several respondents commenting there is also demand for smaller, more affordable units on the site. There was strong support for housing for local workers in order to encourage low levels of car ownership and commuting; however, some expressed concern over how this would be delivered, and others felt that policy should be directed by demand, market trends and viability in this regard.
- There was broad agreement that the development of North East Cambridge should seek to provide a proportion of specialist housing, such as purpose built Houses in Multiple Occupation (HMOs), housing for disabled people and older age groups, students and Travellers; however, it was considered that a greater understanding of the current situation in terms of demand, need and viability of these various housing sectors would be required in order to inform the AAP.
- One respondent felt that student accommodation would not be appropriate for the area, and another felt that Traveller accommodation would not accord with the proposed higher density nature of the AAP area.
- Respondents were of the view that the AAP should achieve high quality housing. Most said these should be in line with national internal and external residential space standards for housing at North East Cambridge, including for HMOs, with one representation stressing that for the well-being of future occupiers these should be seen as minimum and not optimum standards to be adhered to. One respondent said there may be appropriate exceptions and another said there could be no requirements if new homes are delivered in a high quality way.

#### **How your comments have been taken into account**

- In line with the comments received, the policy seeks to ensure that a range of homes will be delivered within North East Cambridge, that provide a range of types, tenures and sizes. The provision of affordable housing is an integral part of the development which has been incorporated into the policy.
- Internal and external space standards are prescribed in Policy 11: Housing design standards.

- No specific provision of Housing in Multiple Occupation has been included within the policy however the policy does not restrict them from coming forward. It is also forecast that some market homes will become Houses of Multiple Occupation over time. The on-site provision of lower density housing would not optimise the best use of this edge of city site and would not support the vision and strategic objectives of the AAP.

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan were:

- about the number of homes proposed within NEC AAP
- whether the proposed housing mix and different tenures will create balanced mixed communities
- about the impacts of the coronavirus pandemic on the proposals for this area – should re-think to take account of new ways of living and working
- need to deliver homes and jobs proportionally over time
- support for homes for local people
- impacts of Build to Rent, particularly on delivery of affordable housing

Comments generally supported the provision of a mix of housing types and tenures but some expressed concern that the proposed development will not deliver a mix suitable for all due to its high density nature. Differing comments received on whether the number of homes proposed and the ratio of homes to jobs were appropriate for the area. Comments suggested that jobs and homes should be delivered proportionally over time if the vision for the area is to be achieved. Concerns relating to the provision of affordable housing.

Comments expressed support for:

- seeking to deliver a mix of housing types and tenures across North East Cambridge.
- provision of specialist housing and a range of different types of homes so that everybody has the opportunity to live in North East Cambridge.
- 60% of affordable dwellings being for social/affordable rent.
- the housing provision figures being regarded as a minimum – important to take a flexible approach and be clear that the AAP does not impose a maximum amount of housing.
- Chesterton Sidings site having the potential to address a specific need for more private rented housing, and therefore providing diversity in the housing market.

Examples of supportive responses included:

- “broadly supportive of Policy 13a and that the housing provision figures are regarded as a minimum. It is important to take a flexible and positive approach and be clear that the AAP does not impose a ceiling on the amount of housing development that may come forward.”
- “supports the provision of a range of different types of homes for people of all ages and abilities so that everyone has the opportunity to live in a place where it is not necessary to own a car.”

Concerns and issues raised by responses included:

- that the shortfall of affordable housing from build to rent schemes should not fall on other developments to address.
- that there are foul and surface water sewers within areas identified for residential development that Anglian Water will continue to need to access, therefore the layout and design of these sites should consider the location of these existing assets.
- that the area will not be an inclusive mixed use area because will only cater for those wishing to live in apartments. Need more houses – terraced / two storey homes – like in the surrounding areas.
- that an extra 25% affordable housing is needed.
- that development in this location is totally inappropriate and the proposed development will detract from the beauty of Cambridge and flat fen landscape.
- that the vast number of new homes is not environmentally sustainable, instead should be looking to make better use of existing homes or reuse other empty buildings like shops and offices.
- where are the older people to live and what about purpose built care homes for much older residents?
- who would want to live here as located next to a major road, water works, aggregate mixing site, and bus depot, and higher skilled workers will either want cars or larger homes.
- there is a need to reflect on the significant changes that will occur as a result of the coronavirus pandemic – more people will want to work from home, and will want more space.
- that the number of homes will outstrip the employment available in the area or that there are not enough homes for the number of jobs
- that the number of homes is too high for the space or the overall number of homes is too high and not needed or the number of homes is not enough.
- that housing mix can have a significant impact on the number of children and therefore education need, so needs to be flexibility in education provision until majority of development has planning permission.
- huge risk the proposed development will create a ghetto.



- how many houses will go to local people? Will most likely be taken by investment buyers.
- type of dwellings proposed (flats) is not conducive to creating a community as people will only live here temporarily.
- should be more housing association owned or council owned housing, and maybe a co-op or co-housing community.
- that housing and jobs should be delivered proportionately throughout the plan period.
- that adopted policy is for employment led development, and therefore no justification for housing in this area.
- need to safeguard the area from landlords outbuying ordinary people.

Examples of representative comments included:

- “Shortfall of affordable housing from BTR shouldn’t fall upon other developments”
- “North East area will not be an inclusive mixed use area but will only be made up of singles or couples with those with families forced to moved out due to lack of supply of large residential properties. ... by primarily having higher density apartment blocks this will make the area less inclusive and only cater for those who want to live in an apartment. Not everyone does, this will reduce the types of people which the area attracts and likely put off older people and those with young children.”
- “And where will older residents live - will there be homes for them amongst those for younger families - and what about purpose-built care homes for our much older residents?”
- “Cambridge has already been spoiled with excessive increase of large tech businesses who bring in many of their own employees. How many of these houses will go to local people?”
- “There should be more housing, preferably more under housing associations or council owned. Maybe a co-housing or co-op community. There should not be high rise blocks that would obliterate views and light.”
- “I am surprised to see 8000 houses listed as I am sure I have seen 5.5K and 6K respectively on earlier plans. All if these are way too high. Residential units should be limited to 2k and include houses with gardens and flats near the station.”
- “It's not at all clear who will want to live in those houses by the time they are complete as the higher skilled workers will either want cars to exploit job opportunities or larger houses to work from home”

## **How your comments have been taken into account**

The spatial framework, and within this the number of homes and jobs, has been amended since the draft AAP. The new spatial framework for North East Cambridge has been informed by additional evidence base studies (such as the Heritage Impact Assessment, Townscape Assessment and Townscape Strategy), known constraints (such as sewers), and consideration of the representations received. The new spatial framework includes enhanced open space provision and distribution across the AAP area, and reduces the amount of employment development to facilitate a better balance between new homes and jobs.

Together, the spatial framework, and other design related policies within the AAP allow for some houses as well as flats to be provided at North East Cambridge, and also for the new buildings within the AAP area to take account of and integrate with their surroundings.

The high density nature of the development proposed at North East Cambridge has implications for the housing mix that can be provided in terms of the number of bedrooms within each dwelling. However, through the housing policies included in the AAP the Councils are seeking the delivery of a balanced and mixed community that includes a variety of housing tenures, specialist housing, opportunities for custom build homes, and homes specifically for local workers. This will also provide choice and homes to meet a range of needs.

Alongside, the spatial framework, policies within the AAP such as Policy 23: Comprehensive and Coordinated Development and Policy 27: Planning Contributions seek to ensure that the development is brought forward in a coordinated way with parcels within the AAP area being for a mix of uses to contribute towards delivery of the vision, but also so that homes, jobs and infrastructure are provided in a timely way and at the appropriate time to support the development of a balanced, mixed and sustainable community.

Consideration of the appropriate level of affordable housing is covered in the response to Policy 13b: Affordable housing, consideration of the relationship between the provision of affordable housing and the delivery of Build to Rent developments is covered in the response to 13c: Build to Rent, and consideration of homes for local workers is covered in the response to Policy 13d: Housing for local workers.

## **Summary of changes to the policy**

Amendments to 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.

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.

## **Policy 13b: Affordable housing**

### **What you told us previously at Issues and Options (2019)**

#### **Affordable housing**

- The majority of respondents agreed that the plan should require 40% of housing to be affordable and include a mix of affordable tenures and size of units. This was considered key to the socio-economically inclusive vision for North East Cambridge.
- Whilst there was support for the affordable housing to be spread evenly across the whole site, others considered a different approach may be required for some developments, such as off-site contributions toward affordable housing.
- Several respondents felt that the agreed proportion of affordable units should be strictly adhered to and enforced with no reduction allowed for viability issues.
- There was general support for an element of the affordable housing provision at North East Cambridge to be aimed specifically at essential local workers and for a proportion of the overall development to provide some custom build opportunities; however, one respondent considered North East Cambridge not to lend itself to this type of development stating such provision would result in a lack of design cohesion for the area.
- Most respondents felt that provision of affordable housing was important. Some emphasized the need for this to be subject to viability; others were concerned about developers using the viability argument to avoid provision, and the need for the council to enforce the affordable housing requirement. The private rented sector was mentioned as an area where a different approach might be needed other than providing traditional on-site affordable.
- Other responses included: social/affordable rent should be provided elsewhere; 40% affordable housing should be applied to site as a whole, subject to viability; the need for social/affordable rent for local families; the need for affordable housing for science park workers; need for affordable housing to be genuinely affordable; and the need for an overarching long term vision in relation to affordable housing

## **How your comments have been taken into account**

- The policy requires 40% of major residential developments to be affordable, in line with the adopted Local Plan (2018) standards. It provides specific detail on the affordable tenures including social and affordable rent.
- The policy sets design criteria to ensure that new affordable homes are of the highest standards and are designed to reduce their operational costs to support those living within them.
- The policy also requires early engagement with the Councils to secure new affordable housing based on the most up to date evidence of need.

## **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan were:

- level of affordable provision required
- securing truly affordable housing and a mix of housing tenures
- importance of considering viability, and the need to balance affordable housing with other factors
- implications of Build to Rent on delivery of affordable housing, in particular the requirement for non-Build to Rent schemes to make up any shortfall in affordable housing
- affordable housing needs to be integrated throughout the development

Comments generally supported the provision of affordable housing, particularly ensuring that it is genuinely affordable housing, but some expressed concern that it is unclear whether 40% affordable housing is viable due to lack of evidence. There were also comments proposing that both higher and lower levels were required. Evidence of the viability of the proposed housing tenure mix, and the provision of 40% affordable housing when considered alongside other factors, was also sought. Comments expressed concern for the requirement for other schemes to make up the shortfall in affordable housing from Build to Rent schemes.

Comments expressed support for:

- affordable housing being informed by the context of local rent levels, house prices and local incomes and that genuinely affordable housing linked to incomes rather than market values should be encouraged.
- affordable private rented homes as part of Build to Rent developments being targeted to meet local worker need.
- the 40% requirement (subject to viability testing) being applied to the NEC AAP as a whole.

- this site being an important opportunity to provide a significant amount of new housing to meet urgent need of Cambridge and surroundings.
- providing housing in and around Cambridge that is affordable to as many people as possible, so that people can live close to work and through homeownership access the security and long term stake in the community.
- minimum of 60% of affordable homes being for social or affordable rent.

Examples of supportive responses included:

- “The acknowledgement that in order to be genuinely affordable the provision of affordable housing must be informed by the context of local rent levels, house prices and local incomes is welcomed. ... housing in Cambridge is unaffordable for the majority of workers, especially those on lower to middle incomes and as such genuinely affordable housing linked to incomes rather than market values should be encouraged.”
- “Subject to viability testing, the 40% requirement is supported in terms of being applied to the NEC AAP as a whole.”
- “I applaud 'genuinely affordable' council & social housing and mixed private/social housing developments”
- “council and social housing stock is a vital part of the housing market, and therefore welcome the goal for a minimum of 60% of the affordable homes to be social/affordable rent. These homes must remain as social housing in perpetuity and not be sold to private landlords, as has happened to too much of Cambridge’s social housing.”

Concerns and issues raised by responses included:

- encouraging the Councils to consider the provision of housing tenure types suitable to meet the needs of hospital and NHS workers.
- importance of viability, and the need to balance provision of affordable housing with the heavy infrastructure and remediation costs. Need mechanisms in place to ensure developers do not use viability to reduce affordable housing provision.
- that requiring other schemes to make up the shortfall in affordable housing from Build to Rent schemes misunderstands the contribution Build to Rent makes to housing supply. The Councils must take a more nuanced approach to housing tenures.
- support for the policy as drafted but would like it to include the recognition of the role of affordable routes to homeownership referred to in the topic paper and suggest it would benefit from additional flexibility to vary tenure mix due to the complexity of the site.
- lack of viability evidence and therefore unclear to what extent the costs of remediation and land assembly have been accounted for in setting the level of

affordable housing that is viable. Important issue because if the 40% required cannot be achieved, the 3,200 dwellings this equates to are unlikely to be able to be provided elsewhere.

- level of provision of Build to Rent, which is a relatively untested product within Cambridge and therefore likely to achieve lower land sales values, and how this has been considered in the viability review.
- how applicable the Build to Rent research is to Cambridge, as the document referred to is not published, and therefore unclear on assumptions for likely take up and impacts on viability and therefore delivery of affordable housing.
- affordable housing should have the same or better cycle parking provision than other tenure types.
- that there is no justification for 40% of new homes being affordable – almost all the new jobs in the area will be high value knowledge based jobs, and if these jobs cannot afford market housing then we have a housing catastrophe.
- attempting to deliver 40% affordable homes will take all the development gain, making it harder to deliver the necessary transport improvements and high quality buildings. Affordable housing should be much less (10-20%).
- that the proposals will provide affordable homes to rent but not to buy, whether key workers could live here, and that affordable home ownership should be enabled.
- should increase the percentage affordable housing / should seek 50% affordable housing.
- should follow Goldsmith Street Norwich which offers a good example of social housing which meets Passivhaus standards at a human and attractive scale and density.
- environmental improvements will only help if the housing is actually affordable and people do actually end up living near their jobs.
- hope that the buildings nearer the A14 are not just kept for more affordable housing, as the noise pollution would deem them less desirable, and that affordable housing should be integrated within the development.
- that the proportion of social / affordable rent homes should be increased from 60%, as this only amounts to 1,920 homes. Without this NEC will be dominated by commuters on London salaries.
- that a higher proportion of affordable homes should be provided as the development site includes publicly owned land.
- needing to be clear what is meant by affordable.

Examples of representative comments included:

- “The Policy also recognises that Build to Rent Schemes deliver fewer than 40% affordable homes, and that this shortfall needs to be made up for by other schemes coming forward in North East Cambridge. This fundamentally

misunderstands the contribution BTR makes to housing supply in Cambridge and the LPA must take a more nuanced approach to housing tenures.”

- “The consultation states that around 40% of new homes will be genuinely affordable, with ‘affordable’ rents defined as 80% of market rates. We welcome these measures but would like to see more ambition. ... calls for 50% of new homes built to be truly affordable. I believe a suitable definition of ‘affordable’ for Cambridge would be around 65% of market rents.”
- “There is no justification for affordable housing being 40% of the new residential homes. Almost all the new jobs in the area will be high value knowledge based jobs - if these jobs can't support market price housing then we don't have a housing crisis we have a housing catastrophe. As such, with 40% affordable, there is a real risk that large parts of the housing stock will be allocated to people not working in the local area, increasing the amount of commuting both in and out.”
- “Will the jobs be suitable for people who will live in the neighbourhood? Can key workers live there? Is shared ownership really a good idea for 'affordability' - doesn't it hinder people's flexibility?”
- “The definition of ‘affordable’ is not clear.”

### **How your comments have been taken into account**

Affordable housing is defined in the Glossary of the NPPF as “housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers)” and there are a variety of different types of affordable housing such as affordable housing for rent, starter homes, discounted market sales housing, shared ownership, and First Homes. At North East Cambridge, the Councils are seeking a mixture of affordable housing tenures to meet the needs of a variety of household incomes, including those of local workers, and to create a balanced and mixed community. The proposed affordable housing tenure mix takes account of Cambridge and South Cambridgeshire being identified by the Government as [areas of high affordability pressure](#), whilst also recognising the requirements set out in national planning policy and guidance for affordable home ownership and First Homes.

The Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (GL Hearn, 2021) estimates the need for affordable homes in each local authority area and collectively across the housing market area. The study recommends that the local authorities should continue to seek as much affordable housing delivery as viability allows. Therefore, as a site providing a significant number of new homes, it is important that North East Cambridge contributes towards meeting the affordable housing need in Greater Cambridge.

The Councils have assessed the viability of requiring 40% affordable homes across the whole of the development, while taking account of other policy requirements.

Since the publication of the draft AAP, the Councils have approved [Annex 10](#) and [Annex 11](#) of the Greater Cambridge Housing Strategy 2019-2023 which set out the Councils expectations in terms of how affordable homes should be clustered and distributed within developments, and their expectations on rents to ensure that they are kept at affordable levels. These annexes have been recognised in Policy 13b: Affordable housing. Affordable homes are also required to be designed so that they are indistinguishable from other tenures of housing, and this is set out in Policy 13a: Housing provision.

Consideration of the relationship between the provision of affordable housing and the delivery of Build to Rent developments is covered in the response to Policy 13c: Build to Rent.

Policy and its supporting text have been updated to set out a revised affordable housing tenure mix taking account of changes to national planning guidance, and to provide clarity regarding the Councils intentions relating to the provision of affordable homes, and the requirements for these affordable homes within the AAP area.

### **Summary of changes to the policy**

Policy has been amended to improve its effectiveness, and to take account of updated evidence. Changes include:

- Updated tenure mix (including First Homes);
- References to the Councils' Housing Strategy, including in relation to setting affordable rents, and clustering and distribution of affordable housing;
- Viability should be considered in accordance with NPPF (2021) paragraph 58.

### **Policy 13c: Build to Rent**

#### **What you told us previously at Issues and Options (2019)**

##### **Build to Rent**

- Whilst there was some support for including Build to Rent as part of the wider housing mix across North East Cambridge, others urged caution suggesting this sector should be discouraged as it could drive up house prices in the area, serving only to benefit developer profits rather than the local community.
- Several comments suggested involving a local housing association and/or Local Councils to manage Build to Rent provision, including any associated



facilities, services and amenities. This approach would ensure any Build to Rent schemes contribute towards creating a mixed and sustainable community.

- One respondent felt that more evidence was needed about the current demand and need for Build to Rent housing in the locality.

### **How your comments have been taken into account**

- The Councils have commissioned research to understand the Built to Rent market and demand across Greater Cambridge and the wider housing market area. Whilst this evidence has suggested a strong demand for Build to Rent homes, the preferred approach is to ensure that no placemaking or good growth objectives are compromised by bringing forward a significant number of Build to Rent schemes at North East Cambridge. This will be achieved by managing the overall number of Build to Rent units within the AAP area and careful consideration of their distribution across the area.
- The policy makes provision for longer term tenancies offering housing security and reassurance for occupiers as well as a longer-term stake in North East Cambridge for new residents. Maintaining high management standards and ensuring all Build to Rent schemes include affordable provision is key to achieving the mixed, inclusive neighbourhood vision for North East Cambridge.

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan were:

- welcome that Build to Rent developments are recognised as providing housing choice, and targeting Affordable Private Rent homes to local workers
- questioning restriction / limit on the amount of Build to Rent
- the definition of a local worker should be expanded to include other major employment locations that are accessible by sustainable transport options
- relationship between Build to Rent and Housing in Multiple occupation

Comments generally supported the inclusion of Build to Rent within North East Cambridge and targeting Affordable Private Rent homes to local workers, but comments did not support the inclusion of a cap on the amount of Build to Rent that can be provided and respondents questioned the evidence for this. Comments also suggest that the definition of local worker should be extended to include other major employment locations that are accessible by sustainable modes of transport.

Comments expressed support for:

- distribution of Build to Rent across the whole area.
- Affordable Private Rent within Build to Rent developments being targeted at local workers, as it recognises the challenge many people have in affording market rents.
- aims of policy and recognition that Build to Rent developments can play an important role in providing choice in the housing market.

Examples of supportive responses included:

- “Welcome distribution of BTR across developments.”
- “The expectation in Policy 13d that developments including affordable private rent as part of their affordable housing allocation demonstrate how these homes will be targeted to meet local worker need is welcomed.”
- “support the aims of Policy 13c and the recognition that BtR developments can play an important role in providing overall housing choice within North East Cambridge.”

Concerns and issues raised by responses included:

- that the definition of local workers should be extended to pick up other major employment locations accessible by sustainable modes of travel, for example Addenbrooke’s Hospital and Biomedical Campus.
- that maximum Build to Rent is too low and questioning rationale for artificially limiting amount of Build to Rent, given the role it could play in delivering high quality rental accommodation and the need to recognise appeal to global audience that want to rent. The amount of Build to Rent should be market driven.
- unsure if proposals for breaks in tenancies are commercially acceptable.
- that 10% maximum (800 units) is arbitrary and not supported by evidence, and the AAP should remain flexible in order to respond to change.
- Cambridge private rented sector is unique and characterised by young adults in professional or senior occupations, rather than students, and this area provides an opportunity to provide build to rent in a sustainable location.
- significant benefits from Build to Rent developments as highlighted in Homes for Londoners – Affordable Housing and Viability SPG (2017). Confirms that pepper potting is the wrong approach.
- that Councils need to undertake more research to inform the AAP and recognise the contribution Build to Rent can make in this location.
- Cambridge North site is optimal location for build to rent within this site.
- lack of control over Brookgate.
- is it appropriate to make all the Build to Rent homes Houses in Multiple Occupation?

- Consideration should be given to a co-housing development like K1 at Orchard Park.

Examples of representative comments included:

- “the definition of local workers should be extended to pick up other major employment locations which could be accessed by sustainable modes of travel, including Addenbrooke’s Hospital and the Cambridge Biomedical Campus”
- “question the rationale of artificially limiting the amount of Build to Rent accommodation as set in Policy 13c. This should be market driven, and has the potential to provide a significant amount of housing, including discount private rent suitable for working people.”
- “it is proposed that no more than 10% of the total housing across the Area Action Plan should be Build to Rent, i.e a maximum of 800 homes across North East Cambridge. This approach is fundamentally flawed. The 10% cap is an arbitrary number and is not supported by evidence.”
- “The approach others are taking, such as the Greater London Authority, demonstrates a greater understanding of the economics of BtR. More research needs to be undertaken by the Councils to inform the NEC AAP and to recognise the contribution that BtR can make in this location.”
- “Is it appropriate to make the build to rent homes all HMO? (We are not sure this is correct, but it was voiced.)”

### **How your comments have been taken into account**

Build to Rent homes are new build self-contained houses or flats that are specifically built to be rented out, and the whole development is owned and managed by a single landlord. Houses in multiple occupation are houses that are shared by more than one household, where each household has their own bedroom but facilities such as bathrooms and kitchens are shared. Co-housing developments provide self-contained houses or flats, with communal shared spaces outside of the home. Within the North East Cambridge AAP area, Build to Rent homes, Houses in Multiple Occupation, and co-housing developments can all be brought forward, but a development is unlikely to combine them.

The Councils recognise that Build to Rent developments contribute to the delivery of balanced and mixed communities, however, they also recognise that these developments are unlikely to deliver 40% affordable housing. To enable the Councils requirement for 40% affordable homes to be delivered across the development, the implications of Build to Rent developments delivering a lower percentage affordable has to be considered. The higher the proportion of Build to Rent delivered (with lower than 40% affordable housing provision), the higher the percentage affordable

housing that would be needed on the non-Build to Rent developments to deliver the site wide requirement. With a 10% limit on Build to Rent developments as part of the overall dwelling mix in NEC, the non-Build to Rent developments are likely to only be required to increase their affordable housing provision by a few percent, whereas with increased amounts of Build to Rent homes, the increase in the affordable housing provision on other developments would be more significant.

An over concentration of Build to Rent homes within this area would have negative implications for placemaking and the delivery of infrastructure. A variety of housing tenures need to be provided to deliver the Councils' objectives for placemaking and creating a balanced and mixed community. Build to rent schemes are based on a different financial model to conventional for-sale housing, which has implications for their ability to afford significant up-front contributions towards social and physical infrastructure needs. If Build to Rent was to make up a significant portion of the housing within NEC, alongside the 40% affordable housing requirement, this would place the burden for infrastructure costs on a reduced level of for-sale housing, putting the overall viability of the AAP at risk.

Although the Councils have set a limit on the number of Build to Rent homes, these will not be the only private rented sector accommodation provided in this area. Some market homes for sale are likely to be rented out.

Consideration of the definition of local workers for the purposes of the NEC AAP is covered in the response to Policy 13d: Homes for local workers. Community led housing developments, similar to the self build co-housing scheme at Marmalade Lane (K1 at Orchard Park), will be supported as set out in Policy 13e: Self and custom build housing.

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.

### **Summary of changes to the policy**

Policy restructured and additional detail added to make it more effective, including:

- 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.

- Clarification that homes must meet the accessibility and internal and external space standards set out in Policy 11: Housing design standards.
- Additional requirement that any rent review provisions are to be made clear to the tenant before a tenancy agreement is signed, including any annual increases which should always be formula-linked.

### **Policy 13d: Housing for local workers**

#### **What you told us previously at Issues and Options (2019)**

##### **Housing for local workers**

- Responses were overall supportive of making provision for local workers in the AAP area. There was a consensus that a need for decisions on whether housing should be tethered to employment should be based on evidence; need for people to be able to live and work locally; and housing should be genuinely affordable and available to lower paid and local workers, including those on the housing register.

##### **How your comments have been taken into account**

- The policy sets out that a proportion of new affordable homes be made available for local key workers to address local housing needs. This would help achieve a mixed and balanced community which would also help to support the local economy.

#### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan were:

- support for providing opportunities for local workers, but also that the majority of homes should be for key workers, and that local people should not be pushed out of the area
- the definition of a local worker should be expanded to include other major employment locations that are accessible by sustainable transport options

Comments generally supported the policy, but highlighted that homes should also be provided for a range of local people and that the definition of a local worker should be extended to include other major employment locations that are accessible by sustainable modes of transport.

Comments expressed support for:

- affordable private rented homes as part of Build to Rent developments being targeted to meet local worker need.
- the potential for land at Cambridge North to provide key worker accommodation for healthcare workers.
- importance of giving people opportunity to live near their workplace and travel to work without driving.

Examples of supportive responses included:

- “The expectation in Policy 13d that developments including affordable private rent as part of their affordable housing allocation demonstrate how these homes will be targeted to meet local worker need is welcomed.”
- “In giving people a place to live which is hopefully near their workplace this may be beneficial.”

Concerns and issues raised by responses included:

- that the definition of local workers should be extended to include other major employment locations with essential workers on lower to middle incomes, for example Addenbrooke’s Hospital and Biomedical Campus.
- policy wording should recognise that genuinely affordable housing is a city wide issue and that all growth locations should support the delivery of high quality, accessible and affordable housing, across a range of tenures.
- that more needs to be done to achieve the aims of the policy – cheaper rents is not the same as affordable housing.
- that people who grew up in the area should have the opportunity to stay in the area and not be pushed out.
- doubtful that Science Park employees will live in this new area.
- that people living and working in the area is pie in the sky thinking / does not work in reality.
- that the majority of new homes should be for key workers.

Examples of representative comments included:

- “the definition of local workers should be developed further to capture other important employment locations with concentrations of essential workers on lower to middle incomes, including Addenbrooke’s Hospital and the Biomedical Campus”
- “For local workers, a lot more needs to be done if you want to achieve this. Cheaper rent is not the same as affordable housing. Why not help kids who grew up here, be able to buy here and live close to their families? Instead of pushing out people who don’t fit what you are looking for”
- “Many of these commuters are ‘key workers’- nurses, teachers, care workers, public transport workers, delivery drivers, cleaners, academic staff and public servants. ... I feel very strongly that the majority of new homes should be for key workers in middle-income and poor households.”

## **How your comments have been taken into account**

The policy seeks to secure a variety of homes for local workers on a variety of incomes, either through the allocation of affordable homes to local workers or by local employers block leasing new Private Rented Sector homes for their workers. Providing homes for local workers within the site will contribute towards achieving the site wide ambitions of low car ownership and reducing trips by road, but will also reduce living costs associated with commuting to work.

However, it is important to ensure that a variety of housing tenures are provided at North East Cambridge so that the homes on this site will be available for a mix of residents. Seeking a mix of housing tenures will deliver a mixed community that accords with the Councils vision for “North East Cambridge to be an inclusive, walkable, low-carbon new city district with a lively mix of homes, workplaces, services and social spaces, fully integrated with surrounding neighbourhoods” and national planning policy that sets out that as part of achieving sustainable development a sufficient range of homes should be provided to meet the needs of present and future generations.

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.

## **Summary of changes to the policy**

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.

## **Policy 13e: Self and custom build housing**

### **What you told us previously at Issues and Options (2019)**

#### **Custom Build**

- Responses on custom build were generally supportive. Respondents stated the need for better evidence to understand need, demand and viability. They also suggested that this might provide an opportunity to maximise variety and interest, but stated that these would need to adhere to the standards of being low or zero carbon homes and of high design standards.

## **How your comments have been taken into account**

- A level of custom build is being included to enable North East Cambridge to respond to custom build need. This housing provision will not be exempt from sustainability policies, and will need to contribute towards delivering the vision and strategic objectives of the AAP.

## **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan were:

- more ambitious self and custom build requirement needed
- need to provide support for group custom build, such as co-housing

Comments seek greater aspiration for amount of custom finish that should be sought and for the policy to include support for group custom build (for example co-housing).

Comments expressed support for:

- the AAP including policy support for group custom build (such as cohousing).

Examples of supportive responses included:

- “policy support for group custom build (i.e. cohousing) would be welcomed”

Concerns and issues raised by responses included:

- that greater than 2% of ‘custom finish’ should be achievable and a higher aspiration should be sought.
- Need to provide space for self-build communities.

Examples of representative comments included:

- “greater than 2% of ‘custom finish’ should be achievable, particularly as the industry innovates over time. A higher aspiration would be welcomed.”

## **How your comments have been taken into account**

North East Cambridge should contribute towards meeting this demand by requiring the provision of self and custom build homes.

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 East Cambridge it is expected that they will be provided as custom build or custom finish homes.

Recognising that the demand for self and custom build homes will vary over time, the Councils have amended the policy to allow any self or custom build homes that have not been taken up after 12 months of appropriate marketing to be delivered without the requirement.

Community led housing developments, including self build co-housing projects such as Marmalade Lane, will be supported at North East Cambridge. The policy has been updated to clarify this.

### **Summary of changes to the policy**

Requirement 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.

Clarification that after an appropriate marketing period any self or custom build homes not taken up can be delivered without the requirement.

The policy and supporting text have also been updated to clarify that community led self or custom build developments will be supported.

### **Policy 13f: Short term/corporate lets and visitor accommodation**

#### **What you told us previously at Issues and Options (2019)**

##### **Short term/corporate lets and visitor accommodation**

- You commented that should the development provide high numbers of short-term lets the area may lack a sense of place.

##### **How your comments have been taken into account**

- The proposed policy restricts rental uses such as Airbnb that involve the loss of residential units and will allow purpose-built serviced apartments to provide for corporate lettings that might otherwise occupy a residential unit.

#### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan were:

- Concern for the dominance of mainly investors instead of homeowners, and/or increase in private landlords and Airbnb rentals
- Airbnb and rental units will not attract people to live in the area e.g. creation of weekend-only occupation of flats / unbalanced community with a lack of perceived safety and resulting effects on mental health (e.g. 'brothels') and increased crime
- Impact on affordable housing delivery
- Concern over physical design of visitor accommodation (including accessibility)

Comments, including those which were neutral or disagreed with the question, mostly agreed with the overarching aims and principles expressed in the Area Action Plan vision but expressed varying degrees of concern about whether the detail in the Plan would actually match up to the ambition. There was clear evidence that respondents understood the need for some provision for visitor accommodation in the area but were concerned with how the plan proposed this should be provided.

Comments expressed support for:

- The need to provide housing for the community rather than for investors to rent out for visitor accommodation or Airbnb's.
- Need to limit Airbnb's so that a sense of community develops in North East Cambridge.
- Requirements for visitor accommodation to be located within district centres to enable accessibility.

Examples of supportive responses included:

- "The redevelopment should have restrictions to ensure the low-cost housing does not become Air BNB housing stock and actually addresses the social housing needs of the local people with a relationship to North Cambridge villages and the City".
- "Policy 13f includes criteria for new short term serviced/visitor accommodation. It is noted that the criteria include requirements for such accommodation to demonstrate need, to be located within district centres or business parks, and to be accessible by sustainable modes of transport. The approach towards short term serviced accommodation is supported. The redevelopment of the Barr Tech site could include short term serviced accommodation, and it is located within the Cambridge Business Park area, close to the proposed District Centre, and it would be accessible by sustainable modes of transport including Cambridge Guided Busway and Cambridge North Station."

- “Proposals for short-term/corporate lets and visitor accommodation should promote sustainable modes of transport. This could include cycle hire schemes or pool bikes, the provision of cycle maps and the inclusion of shared tool stations”.

Concerns and issues raised by responses included:

- Developers will invest in the high-density housing proposed for their own gain and profit, at the cost of the local and new community living there.
- Concern that the area will become an area of crime, poverty and inner-city ‘ghetto’.

Examples of representative comments included:

- “The type of housing proposed, high density in blocks, will only appeal to investors, private landlords and Air B and B investors. The developers will not mind this as they will make their profit but Cambridge and its future will suffer. There is a danger of creating an inner city "ghetto" where the people employed in Cambridge will not aspire to live”.
- “There are far too many hotels and student accommodation of bland, basic and singularly uninspiring and unattractive design”.
- “Drawing a comparison with Eddington, Darwin, Aura, Trumpington and other new developments of the city, the North East development appears to confuse the 'co-existence' of workspace, industrial space and homes with creating an uncomfortable juxtaposition of shopping/public 'centres' and homes. This means in reality that the 'affordable' homes (which are not affordable when one compares current average wages and the sale prices of the homes in Darwin and Eddington) are simply 'undesirable'. This risks the 'affordable' housing being purchased by investors, and given over to profit-making rental rather than creating a homely and inviting feel to the area”.

### **How your comments have been taken into account**

Allowing visitor accommodation at North East Cambridge will contribute towards the functioning of the area and the visitor economy of Greater Cambridge, and therefore it is appropriate for the Area Action Plan to support the principle of visitor accommodation being provided. However, reflecting concerns raised in comments received, appropriate policy needs to be 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.

## **Summary of changes to the policy**

Amendments 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.

## **Policy 14: Social, community and cultural infrastructure**

### **What you told us previously at Issues and Options (2019)**

- You supported the provision of community and leisure facilities that encourage social inclusion.
- You suggested that North East Cambridge could provide high-quality public spaces for cultural and community-led events throughout the day and in the evenings. Comments told us that spaces should be multi-functional and accessible to encourage community connectivity with open space to support health and well-being in North East Cambridge.
- Comments suggested that the inclusion of existing educational facilities surrounding the development e.g. Cambridge Regional College (CRC) would be important and could be utilised as an opportunity for education intensification.
- Many comments were in support of providing a range of community and cultural spaces in flexible, small and large facilities. Generally, meeting spaces such as local libraries, community meeting points and multi-functional flexible spaces are supported.
- Comments raised the need to provide a range of education facilities including specialised and essential education with the consideration of a secondary school on-site. Comments also noted that education provision could be met both on and off-site.
- There was support for including performing arts and creative spaces integrated in mixed-use facilities to meet the needs of community theatre groups.
- Many comments supported the need for access to health care facilities such as a doctor's surgery or pharmacy. Some comments suggested the need to connect with existing facilities such as the Shirley School and Health Centre on Nuffield Road to ensure coverage of North East Cambridge and surrounding areas.

- Comments reflected the need to provide formal and informal recreational areas for various ages and abilities to use, with child-friendly facilities positioned in walking distance of the surrounding areas. A youth or community centre was supported to ensure the local community had meeting points and a place for events to take place.
- Some comments supported the importance of creating accessible spaces without having to travel off-site for these facilities.
- Comments raised the need to create better links to the existing facilities including Cambridge Regional College Sports Centre and Milton Country Park.
- Comments highlighted the need for nurseries, schools, health facilities, libraries, community centres and other facilities in order create a thriving community where new provision is safe, attractive and of high-quality with building designs contributing to the feeling of open space.

### **How your comments were taken into account**

- The proposed policy facilitates the opportunity to provide a mixed-use flexible site contributing to the sense of community in the area. The Area Action Plan provides a range of facilities including primary services, high-quality public spaces and community facilities that reflect the needs of the local area and encourages social cohesion.
- The Area Action Plan will provide a variety of services including schools, health centres, libraries, day care and nurseries and community amenity\_spaces. Facilities will include both formal and informal spaces to allow for flexible use and changing requirements over the long term and support a range of needs including arts and performance, cultural activities and as a place of worship.
- The policy and wider Area Action Plan encourages accessibility and connectivity to surrounding existing facilities while providing spaces that can function throughout the day and in the evenings.
- A Cultural Placemaking Strategy has been prepared to provide an understanding of what community facilities are needed to ensure that the emerging and existing communities are supported.

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- Strong support the vision to include a vibrant hub of activity with a range of community and cultural facilities e.g., arts hub
- Concern that the provision of health facilities, medical centres, dentists, general practitioners is too low (including care for older people in the form of a care home or sheltered accommodation)
- Support for facilities to be well-located e.g., near to homes, schools, and can be easily accessed via bicycle or on foot
- The provision of secondary schools is insufficient with not enough justification as to the safeguarding of land
- The provision of places of worship is too low
- The policy should ensure integration of surrounding communities to allow the development of the area and to support the existing community
- The policy should provide community safety elements e.g., police station, youth centres and youth workers.

Comments, including those which were neutral or disagreed with the question, did not object to the principle of providing social, community and cultural infrastructure. There was clear evidence that respondents understood and supported the need for social, community and cultural infrastructure in the area. However, many were concerned about the need to provide operational facilities early in the development process, allowing for a range of uses, users (including workers not just residents), throughout the day and outside of normal working hours. Comments also highlighted that there was too little provision of designated facilities e.g., a community hub (with communal kitchen), health facilities, nursery, major venues for music, gyms, a library, community gardens (to allow for food growing), market stalls.

Comments expressed support for:

- Community facilities including a library and Arts Centre
- The vision to create new schools, doctors' surgeries and community amenities
- Opportunity for new infrastructure to benefit existing and new communities
- The Cultural Placemaking Strategy
- Exploration of the opportunity to offer community spaces to other users outside of normal working hours
- Adequate provision of facilities for indoor activities.

Examples of supportive responses included:

- "Support building additional homes for everybody with in CB4 area which must include all infrastructure such as schools, medical centres and facilities for ensuring everyone can keep healthy and fit including green outdoor spaces, swimming pools and gyms".
- "I am really interested to see the balance between the new homes and the new schools and new doctor surgeries, etc".
- "We welcome the reference to new social infrastructure (including schools) to be required to meet the needs of existing and new communities".

- “Welcome broad range of community infrastructure proposed, particularly visual & performing arts hub (though the evidence base is perhaps a little weak) and community garden. Also, the co-location of facilities and services which would help to provide additional gravity to the Cowley Road centre”.
- “The inclusion of additional social, community and cultural facilities within the North East Cambridge area is supported”.
- “The NHS Cambridge and Peterborough CCG would welcome the opportunity to engage further with the Greater Cambridge Partnership to discuss the level of need and the timing / phasing of delivery as part of the Plan making and application process”.

Concerns and issues raised by responses included:

- General lack of provision of community services and infrastructure specifically, community centre, arts hub, place of worship, library and a nursery
- Lack of provision for older people e.g., care home / GP’s / centres
- Lack of provision of secondary school on site as there will be large populations living here, with children growing up and needing a school
- Worries surrounding the need to integrate surrounding communities throughout the process
- Lack of consideration for a youth centre or on-site community development
- Worry for the removal of current local facilities (R P Fitness) on Nuffield Road industrial estate that may not be provided as part of new development.
- Should schools and health facilities be located on the Core Site?
- Many comments on the insufficient evidence for safeguarding of land for secondary school / off-site provision / co-location strategy
- Lack of provision of places of worship to provide for community’s needs
- Lack of provision for older people

Examples of representative comments included:

- “While the commitment to building a healthy community is welcomed, explicit provision must be made for health care infrastructure proportionate to the level of development proposed. Bullet point four should be reworded to explicitly mention health care provision as follows: “It will provide a significant number of new homes, a range of jobs for all, local shops and community facilities, including appropriate health care infrastructure””.
- “Firm integration with surrounding communities to allow them to develop in addition to the new community is so important. King's Hedges, particularly, has so few amenities (shops, pubs, cafe etc)”.
- “The provision seems vague and imprecise and dependent on numerous other unspecified factors. Community facilities must surely be an essential foundation for these new communities, otherwise too much pressure will be placed on already over-subscribed schools, health centres and exercise facilities in the already highly populated area of Cambridge. There is provision

for a library and a community centre, a GP surgery but not currently for a secondary school for a new suburb the size of Ely”.

- “What measures has been taken to make sure the hospital services are not overwhelmed with increase in local population?”
- “There is no provision for a gym in the proposal. The current proposals will remove R P Fitness on Nuffield Road Industrial Estate. A similar gym should be included in the new development. Physical activity is an important part of developing a lively community”.
- “I don't like how the traveller communities on the East side of the railway line is being ignored. The boundaries of the Area Action Plan have clearly been chosen to exclude them. Do we not value social mobility and the opportunity for those who already live there to be able to work in the science park?”
- “Where will this huge number of residents work, shop - especially for food - visit health professionals, go to school or nursery, swim and keep fit, go to borrow books and spend their leisure time?”
- “Where will older residents live - will there be homes for them amongst those for younger families - and what about purpose-built care homes for our much older residents?”
- “There is a noticeable lack of facilities within the west of the site which will remain a business-led Science Park with no housing or even a concert venue (which could double as a conference venue). This will mean it will remain quiet at night and may feel unsafe for people walking and cycling”.
- “The plan is not explicit about what exactly an 'arts hub' would consist of. I would hope it contained a gallery/exhibition space as well as provision for dance, music, other arts events, etc. What numbers of performers / audience members would be catered for? How would the proposed facilities relate to existing arts venues in Cambridge?”
- “There was talk of a concert hall, which appears to have been abandoned: Cambridge needs more venues like that and the area would be ideal. It would be good to reduce the housing and make way for more community space, which is lacking in North Cambridge”.
- “Some of this (e.g. swimming facilities) could be costly and burden shouldn't fall disproportionately on the Core Site”.
- “Use of facilities by faith groups should be included in calculations of capacity and provision”.
- “Policy 14 as currently drafted only provides policy support where there is recognised 'local needs'. This is overly restrictive and does not align with the objectives of the NPPF which is to take a proactive, positive and collaborative approach to ensuring that a sufficient choice of school places is available to meet the needs of communities and that LPAs should give great weight to the need to create, expand or alter schools to widen choice in education (paragraph 94).
- “We have concerns that the size of site safeguarded at NEC is inadequate to allow for a secondary school to be developed in the future to meet the County Council's standards, should on-site provision be required”.
- “Provision for older people is mentioned - there needs to be provision in the form of a care home and sheltered housing close by shops and medical centre”.



## **How your comments have been taken into account**

The provision of social, community and cultural infrastructure at NEC has been informed by the evidence base including the Cultural Placemaking Strategy and the amended Spatial Framework since previous publication of the draft AAP. The new Spatial Framework has been amended to reflect revised floorspace designation for residential and non-residential uses, as well as setting out where new centres will be located within the AAP area. The amendments alongside this policy, intend to support the day to day needs of those living, working and visiting the area through provision of retail, community, health, sport, education and cultural facilities.

The range and number of facilities have been considered alongside the centre designations in Policies 10a-e, Policy 8: Open space for recreation and sport, Policy 15: Shops and local services. Other policies within the AAP support the need for early provision of social and community facilities including Policy 23: Comprehensive and Coordinated Development and Policy 27: Planning Contributions. This will ensure that a balanced, mixed, and sustainable community is facilitated as well as supporting a number of the strategic objectives of the AAP.

Policy 14 and its supporting text has been updated to reflect the changes to the needs of the emerging and existing communities based on the amended housing mix in the updated spatial framework. The policy clarifies wording to reflect the need for early provision of social and community infrastructure in the development process and ensures that the facilities are available for a range of users/uses.

The amended policy provides further clarification to the range of on-site social and community infrastructure. This includes inclusion of the outdoor courts provision standard reflecting the Cambridge Local Plan 2018, due to the importance of this being met on site where practicable. The safeguarded land for a secondary school has been removed from Policy 14 to reflect the assumed housing mix in the Education Topic Paper stated by the education authority and the updated spatial framework. The policy amends the wording to clarify the safeguarding of a third primary school if required in the future. The other on-site provision of a health hub has been clarified.

## **Summary of changes to the policy**

Amendments to reflect the changes to the needs of the emerging and existing communities based on the amended housing mix in the updated spatial framework.

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.

Updates to the range of on-site social and community infrastructure.

Inclusion of outdoor courts provision standard.

Requirement for sports strategies to be submitted with proposals included within policy rather than supporting text.

Additional information regarding on-site provision of a health hub in the supporting text.

Additional wording for safeguarding of a third primary school and removal of wording for safeguarding a secondary school.

## **Policy 15: Shops and local services**

### **What you told us previously at Issues and Options (2019)**

- You supported the need to provide a wide range of shops including flexible unit spaces that will attract local business and create an attractive place to live and visit.
- You commented that the Area Action Plan should consider the long-term needs of retail such as the increase in online use.
- You commented that development should include markets and small local trading for local businesses and creative industries, to provide for the local community and increase vibrancy.
- You highlighted the need for the Area Action Plan to provide independent retail units limiting national chains in order to create a unique local centre.
- You told us that you supported the opportunity to provide retail within North East Cambridge, however there was concern with respect to how the assumption of low car use will impact the parking need for retail facilities.

### **How your comments were taken into account**

- The preferred policy encourages retail as part of the land use mix to be provided within North East Cambridge. It directs these to district, local and neighbourhood centre locations that are highly accessible to residents, workers, and visitors to the area.
- The Area Action Plan has considered local needs and demand for retail and reflects the rising use of online retail purchasing.
- Comments and concerns regarding car parking and servicing are addressed through the other policies of the Area Action Plan.
- Reflecting your comments, Policy 10b: District Centre states that the district square should provide space for market stalls to trade.

## What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- Need to review Policy in light of changes to Use Class Order / Class E
- Support for a range of local services, multi-functional community facilities and retail in district, local and neighbourhood centres
- Concern for the change in shopping habits as a result of Covid-19, having impact on the demand for local retail facilities
- Not enough range in provision of retail facilities e.g., cinema, bowling
- Support for accessible designated centres
- Concern for the delivery of local centres in appropriate locations by landowners/developers
- Need to ensure that retail and local centres should be available for people from all socio-economic backgrounds
- Support for the prioritisation of independent retail and hospitality outlets e.g., local cafes including vegan and healthier lifestyle businesses, self-repairing shops for bikes and skateboarding, communal workshops
- Need to ensure existing surrounding retail is still appropriately provided
- Support provision of retail in evening use.

Comments, including those which were neutral or disagreed with the question, mostly agreed with the overarching aims and principles expressed in the Area Action Plan vision but expressed varying degrees of concern about whether the detail in the Plan would actually match up to the ambition. It was evident that respondents understood the need for shops and local services in the area however, there were concerns for the need of provision in light of the Covid-19 pandemic and question surrounding change to the Use Class Order.

Comments expressed support for:

- A range of shops and local services including package-free food shops, independent outlets
- Circular economy in North East Cambridge
- Facilities for markets and local businesses and independent stalls
- Healthcare facilities being separate from multi-functional social facilities e.g., shops or community centres
- Encouragement of sustainable transport methods to retail destinations
- Inclusion of local shops and services in the district, local and neighbourhood centres.

Examples of supportive responses included:

- “All parties wished to see a full range of on-site facilities including a welcoming social space served by attractive independent outlets. It was important that the new community should engage with existing surrounding

communities, so that it would not be seen as exclusive, and should offer 'social gain' to the less fortunate adjacent residential areas, e.g., King's Hedges".

- "I absolutely love it and think you should do it as soon as possible. I live in Milton and work in the Science park so these areas are very key in my life, I would love to have some more shops and social spaces within walking distance of work/home".
- "I believe that the vision for North East Cambridge should be to create a circular economy, where everyone can afford to buy essential goods locally, where money and goods circulate within the local economy rather than flowing outwards to large corporations, and where minimal waste is generated".
- "I welcome the focus on 'creative local businesses' and the provision of space for market stalls. It will be important to provide good facilities with suitable access that meet the needs of traders, learning from experiences in established markets (such as Cambridge Market Square)".
- "There is much to be learnt from Hong Kong...The use of "podiums" providing public space (for shops and entertainment) typically occupying the two lower floors of a multi-storey building works well. Especially where (as in the UK) at times the weather is poor. There doesn't appear to be sufficient provision - or maybe it is not clear - for onsite leisure activity. A cinema, for example".
- "The acknowledgement that healthcare related facilities that cannot be provided in multi-functional community or social facilities premises represent suitable ground floor level uses in the identified centres is welcomed".
- "Camcycle agrees with the proposal to limit the size of retail units so that they do not become a 'destination' for people driving from outside the area or generate the need for a car park...There will probably be a need for further smaller areas of retail outside the main centres to minimise car journeys".
- "The inclusion of additional shops and local services, including a new district centre, within the North East Cambridge area is supported. However, these uses need to be delivered in locations reflective of the land value generated where that it is necessary to facilitate release of land. Lower value uses should not be proposed on the Veolia site".

Concerns and issues raised by responses included:

- Not enough amenity provision in centres
- Concern for change of shopping habits following Covid-19 restrictions
- Use Class Order changes, particularly Class E
- Need to ensure deliverability of units by developers
- Empty units due to Covid-19
- Concern for the delivery of local facilities from landowners and developers
- Concern for the disuse and vacancy of shopping and hospitality units due to Covid-19 and subsequent under-provision of alternative uses.

Examples of representative comments included:

- “The changes to the Use Classes Order whereby previous Business and Retail Uses (and others) are part of a broader Commercial, Business and Service Use Class will require a review of the AAP”.
- “Why does there seem to be no cafe development south of Cambridge North station and near to the towpath and new cycle bridge across the river? This would be a great opportunity, especially if the architects chosen were not the same as the ones chosen for the north east development generally so as to get some more imagination and individuality in the visual appearance of the area”.
- “Covid has turned the country upside down and we don't know what impact Brexit will “have. Many people are now working from home and there is strong indication that this will be a continuing trend. There are currently many under-used or abandoned offices and retail spaces - empty shop fronts etc., even in Cambridge”.
- “Independent shops concept dropped”.
- “What kind of shops will you encourage for the area? It would be a shame if we just had a repeat of the typical UK high street with chain shops and yet more Costa Coffees. It would be good to encourage more independent shops and family-owned businesses”.
- “The intention was to enforce some assurance that independent providers of retail and hospitality would be prioritised. Failure to do this proactively will make the eventual mix bland and lacking in character”.
- “Without carrying out proper research into the changed lifestyles following Covid 19 you cannot know how people will be choosing to live their lives. Restaurants and bars have closed all over the county. shops have closed. Why contemplate building more restaurants that cannot make a living? Why build more shops when so many shops have gone into liquidation as shopping has moved on line? You are in danger of building a ghost town and uninhabited townscape”.
- “Cambridge does not need more workshops and shops within the city limits. Cambridge has no shortage of jobs. People will not want to live and work in an area that will resemble and inner city “ghetto””.
- “Drawing a comparison with Eddington, Darwin, Aura, Trumpington and other new developments of the city, the North East development appears to confuse the 'co-existence' of workspace, industrial space and homes with creating an uncomfortable juxtaposition of shopping/public 'centres' and homes”.
- “Covid has changed the way we shop, and the results can be seen in the number of retail and hospitality units falling into disuse in our shopping areas. Is there some provision in the plans for alternative use of these spaces? Do we need so many?”
- “These are reasonable concerns but given the number of new people (potential consumers) arriving in the area and the low-car design philosophy, this approach risks undermining the intended vibrant community that is a characterful, lively, mixed-use new district where all can live and work”.
- “It would seem more appropriate to provide a zone of where the local centre might sensibly be placed, and then leave it to respective landowners who, when and how the uses are brought forward”.

## **How your comments have been taken into account**

We have completed further detailed analysis of the retail need and the implications of the revised Use Classes which were last updated on 1 September 2020 (at the time of producing this document). This analysis takes account of the updated baseline data, compiled by the Retail and Leisure Study to inform growth across the whole of Greater Cambridge.

As such, a 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. It also explains how the revised number and location of the proposed centres have been tailored to respond to their location and different communities they are expected to serve. While they will all provide convenience shopping, some will also allow for a range of uses which meet the needs of local students and employees not to mention local residents who live beyond the site itself. It should be noted that the floor spaces are ground floor based. Provision for a range of shared community-based services is also intended to be provided, in close proximity to the proposed residential areas, primarily in the district centre on upper floors to make the best use of the land available.

In terms of the amount of retail proposed, there is a slight overall increase of approximately from 7,100 to 7,300. With revised proposed locations for the proposed centres and the introduction of an additional centre, it is difficult to provide a more detailed comparison with the previous draft. The policy will continue to ensure a minimum 30% floorspace of the retail/other centre uses capacity is retained for convenience shopping. This will ensure these centres are able to help local communities meet their day-to-day needs.

In response to the revised Use Classes and the introduction of a much broader category - Use Class E - which includes a wide range of uses from shops, hairdressers and estate agents to community uses and office-based businesses, the policy has been amended to restrict those uses which could potentially undermine the vitality and vibrancy of these centres, if not controlled. The use of withdrawal of Permitted Development rights for new uses in centres has been added to require changes of use to other Use Class E sub-categories to require planning consent. The withdrawal of the permitted development rights should not be interpreted as a default refusal for planning consent to be granted. It will mean that the proposal will need to demonstrate how it will support the role and function of the centre and not adversely affect the centre's character, vitality, and vibrancy. The removal of permitted development rights extends to include Use Class E sub-

categories E(d) Indoor sport, recreation or fitness, E(e) Provision of medical or health services, E(f) Creche, day nursery or day centre and E(g) Business uses not adversely affecting residential amenity. Proposals for Use Class E sub-categories E(d), E(e) and E(f) are expected to be provided as part of the shared community-based services.

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.

### **Summary of changes to the policy**

Updates to the retail capacity of planned centres (responding to new retail statement).

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.

Clarification regarding the withdrawal of permitted development rights regarding change of use.

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.

Updates to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).

### **Policy 16: Sustainable connectivity**

#### **What you told us previously at Issues and Options (2019)**

- You supported the inclusion of healthy towns principles, ensuring health and wellbeing through site design and including well designed green spaces and paths for walking, cycling and horse riding for mobility, recreation, exercise, offering visual interest and the opportunity to connect with nature and integrate with public transport. You commented all walking and cycling infrastructure must design out crime and be fully accessible to people with disabilities and help to redress deprivation in surrounding communities.

- You supported all the options to remove the physical and perceived barriers: improving east-west and north-south connections, including across Milton Road and to the River Cam.
- You commented that cycle congestion exists, that the towpath should be protected from overuse to remain a tranquil area for leisure, and that there are already enough cyclists along this route.
- You supported options for improving public transport, cycling and walking accessibility, including beyond the Area Action Plan boundary. You commented that to get people onto public transport there needs to be more buses at peak times, and it needs to be accessible and better value for money / subsidised. Your suggestions included exploring the appropriateness of another Guided Bus stop, frequent shuttle buses, better use of Milton Park and Ride and Mere Way, develop interchange at Cambridge North station and CAM metro, small electric vehicles, and better local buses connections. You commented there needs to be high quality information at public transport stops, integrated, cashless ticketing and pay as you go. Buses could also have capacity to accommodate cycles.
- You supported measures that encourage cycling, including employment premises installing secure cycle parking, showers, lockers and drying rooms with easy access. You also commented that pool cycles should be available for businesses in the area as well as bike repair shops and facilities and cargo cycles for last mile deliveries. However, there were some concerns that lockers attract crime and have management related issues. It was also highlighted that the Area Action plan should consider charging points for electric cycles and make provision for storage for non-standard cycles which are popular in Cambridge. There is also the need to minimise conflict between different modes such as pedestrians and cyclists.
- You expressed concerns about how the links can be achieved without impacting on existing businesses and their operations and relating to the movement of heavy commercial vehicles (HCVs) around the site, particularly close to schools.
- You made suggestions that Milton Road and King's Hedges Road cannot cope with additional traffic, and that the plan should create places that are people focused rather than car dominated. Your suggestions included a new vehicle connection from the A14 to Cambridge Science Park Fen Ditton, and to plan roads on the periphery of the Area Action Plan site. You commented that the unsafe level crossing at Fen Road should be closed, and alternative provision made, which may include a road bridge into the Area Action Plan area. You commented that the Area Action Plan should not be designed



around the need to cater for cars and should do this by reducing the dominance of Milton Road, reconfiguring existing traffic lights and enhancing the public realm. You also noted that car ownership could be discouraged with a dedicated car-pool network and low levels of parking, due to abundance of other more sustainable transport options. You suggested parking controls should be in place from the construction stage of development and that measures will require landowner support to be effective. You expressed concerns that more consideration is needed to the reality of car use, particularly for those who need cars such as the elderly, disabled or pregnant people, and those with young children, that the Area Action Plan should improve traffic issues rather than worsen them, and redress the imbalance between jobs and housing.

- You commented that the Area Action Plan should embrace technology so that users find it easy to switch between modes and ensure flexibility to future proof and avoid stifling innovation, which may include autonomous vehicles. Your suggestions included cycle hire schemes, on-demand transport for those with low mobility, and micro-mobility solutions. You supported innovative measures such as a centralised consolidation hub to service businesses, retail deliveries and help reduce demand on the highway network and lessen environmental impacts, which could use cycling logistic firms using cargo cycles to make last-mile deliveries. It was also suggested transport is about human centred, safe and convenient space not technology.

### **How your comments were taken into account**

- Whilst some comments were made that the Area Action Plan needed to consider the reality of car use, it is clear, from the Transport Evidence Base, that for the development to be acceptable in planning terms it will need to mitigate its travel impacts and significantly reduce car usage (car mode share). As a result, the policy approach focuses on reducing the need to travel and facilitating travel by non-car modes rather than catering for vehicular trips. The issue around whether the Fen Road level crossing should be closed, and alternative access provided is addressed under Policy 17: Connecting to the wider network.
- North East Cambridge will be designed around the principles of walkable neighbourhoods and healthy towns, to reduce the need to travel and making services and facilities readily accessible and safe for everyone by active modes. Coupled with this, providing an extensive high-quality network of walking and cycling routes within the site and (removing barriers) connecting to the wider area, where the design of the public realm prioritises people over vehicles and provides a choice of on- or off-road route. The policy supports

the seamless connectivity and interchange between modes, and this will be provided through a series of mobility hubs across the area. A flexible approach has been taken to future proof changes in mobility and technology, in recognition that travel patterns and habits are changing, and that technology is developing all the time. Reflecting the comments received and the placemaking objectives for North East Cambridge, Policy 16: Sustainable Connectivity incorporates all these aspects. The policy provides flexibility, and the emphasis is placed on creating the right environment and connections to facilitate mode shift as a personal and/or lifestyle choice.

- Note, a suite of connectivity policies address associated issues in further detail including improving wider connectivity (Policy 17: Connecting to the wider network), Safeguarding for public transport (Policy 19: Safeguarding for Cambridge Autonomous Metro and Public Transport) and Managing vehicular traffic (Policy 22: Managing motorised vehicles ).

### **What you told us about the Draft NEC AAP (2020)**

Comments support the policy objectives to reduce car-based travel and improve non-car connectivity with the wider network and neighbouring areas. Concerns were raised that not enough consideration was given to improving existing infrastructure in the adjoining areas, that there was a missing connection to East Chesterton, and that further work should inform the most appropriate crossing solution(s) for Milton Road. It was suggested that the AAP needed to acknowledge the need for a site-wide approach to reducing car trips and parking and that smart ticketing was needed across all means of transport to be fully inclusive. Other concerns included that the approach assumes everyone is fit and active, that there will be wider destinations impractical to reach by non-car modes, local roads will not cope with increased vehicular traffic and there needs to be more car parking.

Comments expressed support for:

- The vision and policy objectives to reduce car-based travel.
- Improved connections to the wider network and neighbouring areas, including to the bridge over A14 and across the Guided Busway.
- Creating a development with locally accessible facilities and services, not reliant on the car.
- Proposed improvements should encourage increased travel by walking and cycling.
- A shift from predict and provide approach towards a vision and validate approach.
- Whole development should support every aspect of a zero-carbon lifestyle.

Examples of supportive responses included:

- “reduce the current conflicts with motor vehicles”
- “new and improved walking and cycling connectivity to the NEC is essential in creating a development that is not reliant on the car.”
- “these should encourage increased travel by walking and cycling from Cambridge Science Park”
- “it would improve connectivity between neighbouring areas”

Concerns and issues raised by responses included:

- Requires site-wide reduction in car trips and parking.
- Safe crossing of Milton Road is important; further work should inform the most appropriate solution(s).
- Improve the quality of existing walking and cycling infrastructure and routes.
- Improve permeability and integration with East Chesterton, Kings Hedges and existing communities.
- People need to get to places impractical to reach using public transport and cycles.
- Good connections to Cambridge North Station, Busway and Science Park.
- Smart / mobile ticketing arrangements are needed for all forms of available transport to be fully inclusive.
- Policy wording could be strengthened to remove ‘get out clauses’.
- Improved connections to the wider area must be incorporated early in the design stages and layout of the development and address dangerous junctions and conflicts.
- Cycling and walking routes must be high quality, safe, convenient, and attractive, with good wayfinding.
- Suggestions that more should be done to reduce car use including banning private cars except disabled.
- Consistent with Local Transport Plan’s aim of promoting attractive alternatives to the private car, reducing congestion and contributing to the climate agenda.
- Encourage more journeys by rail, enhance services and improve station facilities.
- City-wide approach to discouraging car travel and an integrated 24-hour transport system is essential.
- Provide alternative options to car ownership such as car clubs, car sharing.
- Scepticism about how achievable the proposed mode share targets are.
- Scepticism and uncertainty about the delivery/timing of CAM and other public transport provision to provide alternatives to the car.
- Scepticism about the ability of the vehicular trip budget to control the amount of traffic generated and concern it will add to congestion on local roads
- The amount of parking is too low and will cause problems, including in neighbouring areas.
- The balance of jobs to homes will result in a lot of in-commuting.
- Provide electric vehicle charging infrastructure, electric car club vehicles, and e-bike hire scheme.

- Concern that restricting car use will result in development that is not inclusive.
- Create a network of roads, cycle paths and footpaths that can support all road users and demographics, including disabled, safely.
- Suggestion that new road access is needed to Fen Road.
- Need adequate cycle parking to avoid causing dangerous obstructions.
- The policy largely ignored equestrians and their needs weren't considered
- Support for schools and leisure facilities being located on key walking and cycling routes and away from main roads.
- Support green routes and spaces, including street tree planting and landscape verges.
- Future proof plans and take into consideration changes in technology, social attitudes, Covid, Brexit and review travel needs and options regularly.
- Conflicts between different types of non-motorised user and between vehicles and non-motorised users should be designed out from the outset.
- Discouraging car use to address climate change is an outdated concept as people increasingly work from home and switch to electric/hybrid vehicles.

Examples of representative comments included:

- "Safe crossing of Milton Road is important"
- "not enough consideration of improving existing walking and cycling infrastructure"
- "no proposals to provide better permeability between the NEC and East Chesterton"
- "Assumes everyone is fit and active"
- "Local roads will not cope with increased vehicular traffic"

### **How your comments have been taken into account**

North East Cambridge needs to make the most of its location and the existing good connectivity by non-car modes. The ambition is to build on this by creating a high-quality movement network that prioritises walking and cycling over vehicle traffic. Adding more vehicular movements into the area will be unacceptable in terms of road capacity, as well as air quality and placemaking. There will be a shift travel away from the private car, at a level not seen in Greater Cambridge before, whilst still maintaining access for essential traffic, residents, and businesses, including for the less mobile.

Designing around the principles of walkable neighbourhoods and healthy towns, where most day-to-day activities can be undertaken locally, reduces the need to travel and encourages active sustainable travel, creating a place that is more accessible and inclusive to everyone. For longer journeys, the AAP will ensure excellent connections by non-car modes, including seamless interchange with high-quality public transport and other forms of travel. Recognising that for some journeys

or occasions a car or van may be necessary, the AAP will provide electric car club vehicles to enable residents to choose whether to own their own car.

At the same time, the AAP seeks to challenge the conventional thinking around patterns of mobility and future proof development. The increasing role of technology and digitalisation of services and facilities is changing how people access some services, and thus whether they need to travel at all to use them. Technology is also changing the way people choose to move around with a shift away from personal travel to new models of mobility.

Changes to the draft plan have 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.) Further clarity is provided to be clear a site-wide approach is needed to reduce car trips and parking in accordance with Policy 22: Managing Motorised Vehicles.

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).

### **Summary of changes to the policy**

Policy amendment to require that the design of non-motorised user routes within the site and the wider connections will ensure they are safe for all users of all abilities and there will be sufficient capacity to accommodate the higher number of users anticipated.

Policy amendment to include electric car clubs in the list of innovative and flexible solutions aimed at reducing car ownership and use on site.

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.

Amendment to the supporting text to encourage no- or ultra-low emission vehicles, through provision of supporting charging infrastructure.

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.

## **Policy 17: Connecting to the wider network**

### **What you told us previously at Issues and Options (2019)**

#### **Milton Road**

- Many people identified Milton Road as a major barrier that discourages people from walking or cycling in the area. The width of Milton Road is seen as being inhospitable and intimidating to pedestrians and cyclists, and the wait time to cross the road is too long. There was a common view that much better provision needs to be made for pedestrians and cyclists, but feedback was split on how this should be achieved.
- Whilst there was support for the concept of a green bridge, but there was concern that it would be too onerous for cyclists to use. Others were more adamant that to truly put pedestrians and cyclists first, Milton Road should be tunnelled or significantly reconfigured, allowing more sustainable modes to cross unhindered at street level (at grade). However, the cost and technical constraints around doing this was also a concern.

#### **How your comments were taken into account**

- The Councils have been working with the various landowners within the Area Action Plan area to identify a suitable solution for improving walking and cycling connectivity across Milton Road.
- At this stage, the preferred option is to make provision for two new crossings: a bridge at the junction of Cowley Road – Cambridge Science Park as well as an under-pass between Cambridge Science Park and St John's Innovation Park.

#### **Crossing the railway**

- You broadly supported the idea of a crossing over the railway to access green space between the railway and river (Chesterton Fen) and onwards to other rights of way routes. However, you considered that a bridge should be designed to accommodate vehicles as well, so that the Fen Road level crossing could be closed, which would increase rail capacity along that stretch of the railway and improve access to those living and working on Fen Road.

## How your comments were taken into account

- The Fen Road railway crossing is outside of the Area Action Plan boundary and as such is not an issue for the Area Action Plan to resolve. Nevertheless, in the interests of good, coherent planning of the wider area as a whole, the Councils are committed to working with Network Rail, the transport authority, and the highway authority to reach agreement on a solution to the issue.
- Until further work has been undertaken to consider all suitable and deliverable options, a foot bridge is the current preferred option to increase connectivity between the Area Action Plan site to Chesterton Fen and the wider countryside.

## What you told us about the Draft NEC AAP (2020)

Comments expressed support for:

- Improved connections to the wider network and neighbouring areas, including to the bridge over A14 and across the Guided Busway.
- Proposed improvements should encourage increased travel by walking and cycling.
- Recognition of the role of Mere Way link, an important route linking to Waterbeach New Town.
- Importance of good connectivity.
- Strongly support the benefits of bridges compared to underpasses.
- The principle of liveable streets.
- Zero carbon and promotion of active travel is only kind of development we ought to support.

Examples of supportive responses included:

- “reduce the current conflicts with motor vehicles”
- “emphasis must be the promotion of non-car and active modes of travel and delivering a highly connected, and accessible development by walking, cycling and public transport”
- “it would improve connectivity between neighbouring areas”
- “vital importance of good connectivity”

Concerns and issues raised by responses included:

- Safe crossing of Milton Road is important; further work should inform the most appropriate solution(s).
- The number of different land ownerships could make a coherent approach difficult.
- Improved connections to the wider area must be incorporated early in the design stages and layout of the development.
- Conflicts between different types of non-motorised user and between vehicles and non-motorised users should be designed out from the outset.

- The policy largely ignored equestrians and their needs weren't considered.
- New structures including underpasses and bridges must be designed to a high quality (LTN 1/20) and future proof increased user demand.
- The bridge across the railway should accommodate vehicles to allow the level crossing on Fen Road to be closed and to relieve traffic in Chesterton.
- Land should be safeguarded within NEC for a vehicular crossing of the railway until such time as it is clear it isn't needed to accommodate more rail capacity
- Scepticism about how achievable the proposed mode share targets is.
- Improve connections to existing routes and communities, including East Chesterton, Kings Hedges, and outlying villages.
- Improve the quality of existing walking and cycling infrastructure and routes.
- Infrastructure must be available before the first house is occupied.
- Cycling and walking routes must be high quality, safe, convenient, and attractive, with good wayfinding.
- Make it more convenient and faster for people to walk / cycle than drive.
- Support for centres, schools and leisure facilities being located on key walking and cycling routes and away from main roads.

Examples of representative comments included:

- "Safe crossing of Milton Road is important"
- "new and improved provision must be incorporated early"
- "avoid potential conflicts between pedestrians and cyclists and vehicles"
- "incorporate enough capacity to accommodate existing and future user demands"
- "Every time including cyclists and pedestrians are mentioned, equestrians should be too."

### **How your comments have been taken into account**

Connecting North East Cambridge into the wider sustainable transport network will be critical to the operation of the new development and will underpin the trip budget approach to managing vehicular traffic. Whilst there were a number of representations which broadly supported the principles of the policy, the areas of concern were generally around points of detail which will need to be addressed as the design of the area progresses. There was concern about what form the crossing of Milton Road should take and opinion was split on whether it should be a bridge / underpass or at grade crossing. There was also concern about creating a coherent network when parcels of land are in different ownership. Comments were also received about the capacity of some existing links and missing links on the wider network that would be relied upon to access the site.

The detailed points on Milton Road and wider points on the more detailed design of the site highlight the need for the various landowners to work together to bring forward a coherent site-wide transport strategy which adds a more granular level of



data to the high-level development figures set out in the plan, particularly in terms of trip numbers and how these are shared between different transport modes. This information will enable more detailed consideration to be given to the form of the crossings of Milton Road, and more detailed design considerations.

Changes to the draft plan have been proposed to improve its 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. 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.

Feedback to the first two stages of the plan suggested that the Fen Road level crossing should be replaced by a road bridge over the railway into the NEC area due to the duration that the barrier is down for and the severance it causes the community to the east of the railway. Whilst the level crossing is located outside the AAP area some supporting text was included in the draft plan in response to the comments received. The planning authorities, along with the highway authority and the Cambridgeshire and Peterborough Combined Authority have been engaging with Network Rail as the responsibility for any changes to a level crossing needs to be taken by Network Rail. However, as this issue is outside the scope of the AAP the supporting text relating to Fen Road has been removed and the Transport Topic Paper has been updated to reflect the latest position.

### **Summary of changes to the policy**

Policy amendment to refer to non-motorised users rather than pedestrians and cyclists.

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.

Amendment to the supporting text to be clear that provision for non-motorised users includes equestrians as well as pedestrians and cyclists.

Amendment to the supporting text to add clarity on the routes for non-motorised users to identify and address any gaps or missing links, and to ensure that there will

be sufficient capacity to accommodate the higher number of users anticipated, including on existing routes.

Additional supporting text to explain the aspiration for at-grade crossings but the detailed proposals for crossing Milton Road will be subject to further analysis through the developers' Transport Strategy.

Additional supporting text to add clarity on the provision of mobility hubs and the interchange at Cambridge North to enable seamless interchange between public transport and active modes, for consistency with Policy 19: Safeguarding for Public Transport.

Removal of supporting text in relation to Fen Road as this is outside the scope of the AAP.

## **Policy 18: Cycle and micro-mobility parking**

### **What you told us previously at Issues and Options (2019)**

- You supported a requirement for high levels of cycle parking in new development.
- You suggested that a percentage of parking should be suitable for larger cycles and charging points should be provided for electric bikes.
- There was a comment that high-volume two-tier stacking arrangements may not be suitable for all cycles or users.
- You supported the exploration of innovative solutions through the detailed design process, integrated into the public realm in a way that prevents cluttered sprawl and facilitates and encourages cycling as the obvious choice.

### **How your comments were taken into account**

- In line with your comments, the proposed policy requires cycle parking in excess of the adopted Local Plan standards, but without specifying the minimum levels to be provided to allow for site-specific solutions. This is considered a better option than new more stringent minimum cycle parking standards, as this could over-provide where a mix of uses are planned and may preclude shared provision of parking which is more efficient when the demand may be spread over different times during the day. Applicants will need to demonstrate that they have fully considered the appropriate levels to provide cycle parking within the Design and Access Statement and Travel Plan that accompany their planning applications to demonstrate that they will meet the trip budget.

- A percentage of cycle parking is required to be provided for non-standard cycles.
- The policy also requires innovative solutions such as shared parking between different land uses, a proportion of the spaces provided to be able to accommodate different types of cycles, and that consideration is given to whether provision needs to be made for electric charging points and maintenance facilities.
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### **What you told us about the Draft NEC AAP (2020)**

- Comments show there is recognition of the importance of cycle parking in encouraging cycling, with support for provision of parking to levels in excess of those in the Cambridge Local Plan with the flexibility to find site specific and innovative solutions, including shared parking. Whilst there was general support for the principle of accommodating larger cycles, there were mixed views on the proportion of spaces that should be required. Concerns were raised about the location and design, including safety and security, of cycle parking to serve people of all ages and abilities. Concern was raised about future proofing future demand, including for a growth in e-bike usage, and maintenance of parking to ensure it is not overrun by abandoned cycles.
- Comments expressed support for:
  - Allowing site specific solutions rather than setting minimum standards.
  - Applying minimum standards from the Cambridge Local Plan.
  - Opportunities for shared parking between different land uses.
  - Encouraging innovative cycle parking solutions, including spaces for shared cycles and the incorporation of cycle maintenance facilities.

#### Examples of supportive responses included:

- “Cycle parking provision will be very important in encouraging sustainable transport”
- “Sufficient provision of good, secure, cycle parking is an important way to encourage cycling”
- “encourages innovative cycle parking solutions”

#### Concerns and issues raised by responses included:

- Support the approach to larger cycles, justified on a case-by-case basis.
- Provision needs to be evidenced as part of the Transport Strategy.
- Maintenance of the quality and availability of cycle parking to ensure it is not overrun by abandoned cycles.

- Provide 1 space per person and include space for large cycles and storing accessories.
- Generous amounts of public parking should be provided near facilities and at mobility hubs, which is easy to find and convenient, safe, secure, and accessible to all people and cycles.
- Enable charging of e-bikes batteries and futureproof growth in their usage.
- Public and private parking should be in place before first occupations.
- Cycle infrastructure should be designed to be adaptive to climate change.
- Ensure sufficient parking to avoid cycles being left in dangerous locations.
- Accessible provision needs to be incorporated into residential apartments.
- Policy wording could be strengthened to remove 'get out clauses'.
- Current parking is patchy, and much is insecure, including at the new station.

Examples of representative comments included:

- “a percentage of parking should be suitable for larger cycles”
- “going above and beyond current policy to deliver very high-quality cycle parking”
- “prioritise ease of use over aesthetics”
- “allow for a growth in e-bike usage”

### **How your comments have been taken into account**

Providing sufficient and convenient cycle parking at people’s homes, places of employment, shops, key community locations and transport hubs for residents, workers and visitors is critical to encouraging more people to cycle in the knowledge that they will be assured of a safe and secure place to park their cycle at each end of their journey. The range and type of cycles is diversifying, and it is important to ensure parking provision can accommodate all types of cycles, including non-standard and electric cycles, in ways that everyone can access.

With higher numbers of cyclists anticipated within North East Cambridge there will be a need for higher levels of cycle parking than currently provided within Cambridge, to avoid cycles being left in unsuitable and dangerous locations. However, flexibility is provided to avoid overprovision, for example in mixed-use areas where demand may be at different times of the day. Cycle parking provision needs to be available from the outset, including to serve temporary (meanwhile) uses on the site.

Cycle parking, including space for dockless cycle hire schemes and cycle maintenance facilities such as a pump and tools, should be integrated into the public realm in convenient locations close to each end of the journey, to minimise street clutter and conflict between different users, particularly pedestrians. The design should accommodate all types of cycles in a way that is accessible to all, including level access, space to manoeuvre, feels safe at all times, and is secure.

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. 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.

### **Summary of changes to the policy**

Policy renamed Cycle and Micro-mobility Parking.

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-standard cycles, in order to ensure that sufficient cycle parking is provided in the right places to serve the development.

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.

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.

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.

### **Policy 19: Safeguarding for public transport**

#### **What you told us previously at Issues and Options (2019)**

- There was broad support for protecting corridors for sustainable movement options.

#### **How your comments were taken into account**

- The central core section to be delivered by the Cambridgeshire and Peterborough Combined Authority and the Waterbeach to North East Cambridge surface section being delivered by the Greater Cambridge

Partnership are in the early phases of business case development. In order to allow both projects to proceed through the appropriate stages of options assessment and route development, policies in this plan will remain suitably broad at this early stage to ensure as much flexibility is maintained as possible without stalling development of the wider site in the meantime.

### **What you told us about the Draft NEC AAP (2020)**

Comments support the provision of improved public transport and mobility hubs in key locations to enable convenient interchange between public transport and other modes, including cycling. Concerns were expressed about the lack of certainty and clarity that currently exists with the CAM metro and the need to safeguard land for it.

Comments expressed support for:

- The principle of mobility hubs in key locations was supported.
- Improvements to public transport were supported.
- Support the vision for safe, sustainable transport to and from the area.

Examples of supportive responses included:

- “Support improvements to public transport and delivery of mobility hubs in key locations”

Concerns and issues raised by responses included:

- Scepticism about the deliverability of CAM and the plan’s reliance on it.
- Additional buses would be needed to serve the development and an efficient public transport system ease congestion.
- Maximise opportunities to improve active travel and public transport connections to EWR.
- Consider public transport provision from the start, ensure it joins up with wider (including planned) routes, and is available for first occupations.
- Continue to invest in Guided Busway and Cambridge North Station and increase their capacity to keep pace with demand.
- Access to public transport is important to address climate agenda.
- Cambridge North should be a major interchange rather than Central Cambridge.
- Make interchanges more user friendly, including for wheelchair users and those with limited mobility.
- Consider the safety and perceived safety of routes to/from mobility hubs.
- Support attempt to provide sufficient flexible space to accommodate new and emerging technologies.
- Land should be safeguarded within NEC for a vehicular crossing of the railway until such time as it is clear it isn’t needed to accommodate more rail capacity.
- Scepticism about how achievable the proposed mode share targets is.

- Some form of 'internal' electric shuttle bus system will be needed.
- Future proof plans and take into consideration changes in technology, social attitudes, Covid, Brexit and review travel needs and options regularly.

Examples of representative comments included:

- “Whilst the transformative nature of a CAM system is recognised and the policy supported, the current proposed area lacks definition.”
- “should allow for attractive and convenient switches between cycling and public transport”
- “at the moment the bus service is inadequate and sporadic”
- “If the funding ever becomes available for the Metro then safeguarding its routes is a sensible precaution.”

### **How your comments have been taken into account**

Enabling people to travel to, from and within the new development by non-car modes is critical to supporting the strategic objectives for the redevelopment of the area and for underpinning the vehicular trip budget approach to traffic within North East Cambridge. Many more people will need to use bus, rail, or other emerging forms of public transport to arrive in the area and will need to continue their journey on foot, cycle or by other methods. Fundamental to the success of this is ensuring that people can switch seamlessly between different modes. The ability to interchange seamlessly between modes and to maintain sufficient flexible space to accommodate new technologies will also remain key.

Since the draft plan was written however, there has been a major change in the political landscape with the mayor of the Cambridgeshire and Peterborough Combined Authority being replaced. The new mayor announced his intention to abandon the tunnelled section of the Cambridge Autonomous Metro (CAM) scheme, although this has not been formally ratified by the Cambridgeshire and Peterborough Combined Authority (CPCA) at the time of writing. Given this uncertainty, it is no longer appropriate to safeguard the land in the plan for the CAM tunnel portals. The need for an excellent public transport system clearly remains and the CPCA's Future Bus Network concept and Greater Cambridge Partnership's (GCP) Greater Cambridge 2030 Future Network demonstrate this.

Changes to the draft policy have been proposed to improve its effectiveness, including safeguarding land for Cambridge North station as a major multi-modal interchange and gateway to the AAP area, and all references to CAM have been removed. 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. The supporting text has been amended to remove references to CAM and provide an update on CPCA and GCP planned public transport improvements. 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.

### **Summary of changes to the policy**

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.

Policy requirement for a site-wide approach to incorporating mobility hubs at key locations to enable seamless interchange between public transport and sustainable modes.

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.

Policy requirement for the design to incorporate flexibility to enable adaptation over time to be responsive to emerging trends, technologies, and travel habits.

Amendment to supporting text to update on planned public transport improvements serving the AAP area.

Amendment to supporting text 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.

### **Policy 20: Last mile deliveries**

#### **What you told us previously at Issues and Options (2019)**

- You supported innovative measures such as a centralised consolidation hub to service businesses, retail deliveries and help reduce demand on the highway network and lessen environmental impacts. You suggested this could also serve the wider city.
- You asked us to consider cycling logistic firms using cargo cycles to make last-mile deliveries.
- You asked us to provide flexibility to future proof for technological advances and growth of online shopping.



- Other suggestions included a rail freight terminal accessed on an extended Cowley Road and a trans-shipment hub close to the A14.

### **How your comments were taken into account**

- In line with your comments, the proposed policy anticipates at least one consolidation hub to which deliveries will be made and sorted ready for onwards delivery.
- Last mile deliveries will be encouraged by cycle logistics firms using cargo cycle and/or electric vehicles for bulkier items.
- This will enable consolidation into fewer delivery trips serving destinations within the area, reduce the overall number of vehicles within the new city district and reduce environmental impacts, improve place making and public safety.
- Reflecting the comments received, this policy is flexible and futureproofed for changing technological solutions.

### **What you told us about the Draft NEC AAP (2020)**

Comments support the proposed inclusion of delivery consolidation centres within the AAP area to reduce the number of motor vehicle movements, particularly polluting diesels. It was noted that the existing cycle logistics hub works well, serving a wide area across the city, and the new hubs should be implemented at an early stage of the development. A suggestion was made to locate a hub close to the railway station to encourage a shift of long-distance logistics from road to rail.

Comments expressed support for:

- Smaller scale servicing in addition to the proposed delivery hubs.
- At least two new hubs to intercept large quantities of incoming deliveries and significantly reduce motor vehicle logistics.
- The hubs being completed at an early stage of the development to minimise motor vehicle movements immediately.
- Avoiding extra traffic and pollution of multiple companies using diesel lorries direct to customers.

Examples of supportive responses included:

- “support the policy for smaller scale servicing”

- “current cycle logistics hub within the Area Action Plan (AAP) site already serves a wide zone across the city”
- “very sensible to avoid the extra traffic and pollution of multiple delivery companies driving diesel lorries to customers residencies.”

Concerns and issues raised by responses included:

- Suggestion to locate a hub close to railway station to encourage shift of long-distance logistics from road to rail.
- Design hubs to ensure space for un/loading to avoid obstructive parking in the carriageway, or on pavements or cycleways.
- Scepticism over whether and how hubs will work with many delivery companies, a range of delivery sizes and necessary investment in infrastructure such as cargo cycles.
- Consolidation hubs for business and home deliveries is essential, people rely on deliveries when they do not own a car or drive.
- Secure lockers, including refrigerated units, are needed for efficient and flexible home deliveries.
- Consider dedicated docking areas for drones.
- Shops will need deliveries of goods to function.
- Potential impact on the trip budget to accommodate deliveries.
- Space needs to be provided for delivery traffic (including larger vehicles) to safely move around the site and park by roadside without causing obstruction.
- Concern that the proposed Science Park hub is in the wrong location.
- Measures need to be in place in advance of development.

Examples of representative comments included:

- “may be better to have one hub near to the station to encourage the shift of long-distance logistics from road to rail.”
- “It would be interesting to hear how this will work with so many delivery companies and retailers.”
- “How about pickups?”

### **How your comments have been taken into account**

With changing patterns of retailing and greater use of e-commerce means that businesses and residents increasingly expect products to be delivered to their door. Movement of goods is typically performed by a large number of delivery companies who inefficiently duplicate each other’s journeys with partially filled trucks and vans, resulting in unnecessarily high levels of congestion, safety issues, pollution and environmental impacts, and rising distribution costs. Unconstrained

growth in delivery traffic could undermine the vehicular trip budget and the people first approach being adopted in North East Cambridge.

Alternative approaches are needed in North East Cambridge. Cambridge has successfully pioneered cycle deliveries with a delivery and consolidation centre at the edge of the city that transfers parcels on to cycle-logistic bikes. The draft plan proposed to build on this approach with the provision of at least one delivery and consolidation hub that would enable smaller electric vehicles and cycles to serve the development. Other measures are proposed which should help manage the timing of deliveries and consultation feedback included suggestions for the provision of secure lockers, including refrigerated units within the development.

Changes to the draft policy 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. 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.

The supporting text has been amended 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

### **Summary of changes to the policy**

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.

Additional policy requirement for a Delivery and Service Plan to be submitted to demonstrate how delivery and consolidation hubs will serve the development.

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.

## **Policy 21: Street hierarchy**

### **What you told us previously at Issues and Options (2019)**

- You supported facilitating non-car travel modes, including provision of an extensive network of routes for active travel, high quality public transport, but without cutting off access for those who need cars.
- One comment suggested that main roads should be kept to the periphery of the development.
- You commented that industries requiring lots of large lorries are considered incompatible with safe cycling and walking.
- You commented that provision for non-car modes is necessary to implement a trip budget approach and reduce car dependence; this would also support low levels of car parking and provision of a car pool hire scheme could help to reduce car ownership. You felt that a robust and well-funded area-wide Travel Plan is needed.
- You said we should consider the reality of car use, and provision should be made for car journeys into Fen Road
- You suggested centralised refuse collection and a consolidation hub for deliveries to help reduce demand on the highway.

### **How your comments were taken into account**

- It is not a feasible option to ban vehicular traffic from North East Cambridge completely. Access is needed for emergency vehicles and to meet servicing requirements of local businesses, retail and community uses, and by people with mobility issues. Vehicles such as public transport, community transport and taxis provide an important part of the wider mobility model. However, a site-wide network of through routes for vehicles would undermine efforts to reduce car use and encourage active travel. The proposed policy therefore manages vehicular traffic onto the most appropriate streets to enable the new city district to function appropriately. This is broadly in line with your comments that vehicle use should not be banned but should be reduced as far as possible.

- New vehicular links to areas outside North East Cambridge, such as across the railway to connect with Fen Road, could encourage a greater level of traffic through North East Cambridge and undermine the aspirations to reduce car use. Any move to close the level crossing will need to be initiated by Network Rail and go through due processes. The authorities will need to work together to form a view on where any alternative should go to deliver the best outcomes, should this situation arise.
- In response to your comments, delivery consolidation is dealt with in Policy 20: Last mile deliveries.

### **What you told us about the Draft NEC AAP (2020)**

Comments support the proposed street hierarchy and priority for non-car movements to enable better and safer routes for walkers and cyclists provided infrastructure is designed and implemented to a high quality and provides appropriate vehicular access to businesses. Comments express support for the principle of car barns located close to residents and businesses but that the location of car barns should take into consideration and avoid duplication of existing and planned parking provision. Concerns were expressed about achieving delivery of infrastructure to a consistently high quality across the whole site by a number of developers.

Comments expressed support for:

- The principle and location of car barns.
- The street hierarchy and priority for non-car modes.

Examples of supportive responses included:

- “is logical, and the principle of car barns is supported.”
- “strongly support the street hierarchy proposed as this infrastructure is the best way to enable more, better and safer cycling for all ages and abilities.”
- “support priority being given to non-car movements and a permeable layout being provided for walking and cycling”

Concerns and issues raised by responses included:

- Scepticism how this vision will be implemented site-wide to a consistently high-quality by different developers.
- Cycleways must be designed to high standard, segregated, with direct and priority crossings over side roads (accord with Local Transport Note 1/20).
- Planning and phasing of new roads must ensure access is maintained.
- Street design should manage traffic, discourage car use including car parking away from homes, and ensure safety of all users.
- Parking away from residential areas isn’t realistic, especially for those with disabilities or mobility issues.

- Queries over whether width of cycle and pedestrian routes are generous enough.
- Need to be ambitious with proposal for non-motorised users and look to learn lessons from good practice elsewhere, such as the Netherlands.
- Does not go far enough to discourage car use, needs more restrictions and to make it more convenient and faster to walk/cycle than drive.
- Support for schools and leisure facilities being located on key walking and cycling routes and away from main roads.
- Speed limit should be lower, to ensure streets are safe -10mph maximum.
- Many streets should be pedestrian/cyclist only.
- Consider the safety and perceived safety of all users, including young, elderly and disabled.
- The policy largely ignored equestrians and their needs weren't considered.
- Support green spaces such as street tree planting and landscape verges.
- Plan for appropriately for car ownership and use, including electric charging infrastructure and parking.
- Provide space for visitor parking close to properties, including trades people, carers, and for deliveries to avoid causing obstruction.
- Space needs to be provided for larger vehicles to safely move around the site.
- Provide a road linking Cambridge North Station and Fen Road.
- Concerns that circuitous vehicular routes and slow speeds will harm the environment and economy.

Examples of representative comments included:

- “concerns as to how this vision will be implemented to a consistently high-quality across the site by different developers.”
- “any realignment of Cowley Road would likely impact on future development aspirations across a number of sites.”
- “ensure that vehicle access to these businesses and the areas in which they are located is safeguarded”
- “ensure the network operates efficiently and to ensure the safety and comfort of all road users.”

### **How your comments have been taken into account**

This policy is designed to ensure that non-motorised users are given priority over vehicular traffic but at the same time a functional street network is provided for public transport and essential vehicle access. This helps to underpin the vehicular trip budget approach and to help deliver the vision for the area as a sustainable place to live and work. Comments were generally very supportive about the measures to discourage car use and give priority to other modes as an easier first choice. Some questioned whether the measures went far enough, for example in terms of width of cycle paths and footways, although there was some concern that people with disabilities and mobility issues would be disadvantaged by remote car parking.

Landowners are preparing an overarching Transport Strategy for the site to ensure that there is a common approach to the provision of infrastructure and the design aspects which will need to be addressed as their plans progress. The approach to giving priority to non-motorised users in the design of the site will not only benefit walkers, cyclists and equestrians, but will also those with disabilities and mobility issues. Policy 22: Managing Motorised Vehicles outlines the approach on parking and sets out the need for a site-wide residential parking policy to be developed by the landowners, where provision can be made for blue badge holders.

Changes to the draft policy 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. 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.

### **Summary of changes to the policy**

Policy requirement that non-motorised users will be given priority at as well as across junctions.

Policy requirement for Primary Streets to be designed to give priority to public and community transport.

Policy requirement for Primary Streets to be designed to accommodate speeds below 20 mph.

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.

Amendment to supporting text to clarify priority will be provided to public transport over non-essential traffic.

### **Policy 22: Managing motorised vehicles**

#### **What you told us previously at Issues and Options (2019)**

- There is concern that if developed with traditional mode shares, the development would cause unacceptable problems on the surrounding highway network.
- However, the majority of respondents understand the opportunity that this site affords to provide a much more sustainable development and there is general

support for low car usage as long as this is supported by improvements to public transport and provision for non-motorised users.

- The principle of a site wide vehicular trip budget is broadly supported, but existing developments must play their part in making the development significantly less reliant on private cars.
- There was also broad support for the principle of a much-reduced approach to parking, but again the need for equity across the sites was emphasised, as well as not simply displacing parking to other, undesirable locations such as surrounding streets or villages.

### **How your comments and options have been taken into account**

- The Transport Evidence Base undertook a modelling exercise to understand the impact on the highway network if a range of different development scenarios were built out on the site. The work considered what the impact would be if current mode shares on the site were maintained. It showed that a business-as-usual approach would multiply existing local highway delays to an unacceptable level which it would not be possible to mitigate.
- Lack of spare highway network capacity in and around the area particularly at peak times, the limited opportunities to increase this in the future, the additional pressure to be placed on the road network by other developments such as the new town north of Waterbeach and the lack of wider policy support to increase general highway capacity into the city centre are all factors influencing the approach proposed for general vehicular traffic in the Area Action Plan. It has been concluded that for any further development to be delivered in the North East Cambridge area, this should not result in peak-period highway trips increasing above existing levels. Remaining within this 'trip budget' will require the existing relatively unconstrained car mode-share to be significantly reduced in the future, an approach which is in line with that adopted by the Greater Cambridge Partnership for Cambridge as a whole (i.e. reducing traffic to 10% to 15% below 2011 levels).
- The transport evidence also considered what car parking standards would be appropriate in order to support the trip budget. The study found that car parking across the area as a whole would need to be limited to approximately the number of spaces currently utilised by Cambridge Science Park. This would require a significantly more restrictive car parking policy than the existing adopted Local Plans for new developments, coupled with a progressive reduction in parking availability across existing developments, as more alternatives to the private car come forward. This will require careful phasing of development and sustainable transport measures over the life of the North East Cambridge development.

### **What you told us about the Draft NEC AAP (2020)**

Comments support the proposed approach to managing motorised vehicles through a trip budget and reduced levels of car parking, recognising that NEC is in a sustainable location and a package of measures is proposed which should enable



trips by alternative modes. Whilst one comment advocated the AAP could be more ambitious there were concerns about how the unprecedented requirements for non-car mode share and parking reductions will be achieved given the quantum of development proposed. Concerns were raised in relation to how the trip budget and car parking will be allocated across the AAP area, how reductions in car parking on existing sites can be achieved and accommodating the operational requirements of existing businesses, and in terms of the timing and delivery of strategic transport infrastructure such as the CAM to facilitate mode shift.

Comments expressed support for:

- The overall approach to mobility, focusing on reducing need to travel and prioritising walking and cycling rather than catering for vehicular trips.
- The principle of the vehicular trip budget approach to reduce and manage car use.
- The highly sustainable and well-connected location and promoting travel by sustainable modes.
- Low levels of car parking that encourage use of car clubs and alternative modes.
- The whole development should support every aspect of a zero-carbon lifestyle.
- The shift from predict and provide approach towards a vision and validate approach.
- Restricting space for cars creates a win win loop, making it pleasant and safe to walk and cycle meaning a far wider range of people will do so.
- Developer agrees that development can be achieved within the trip budget and with limited car parking.

Examples of supportive responses included:

- “motorised vehicular trips will need to be managed, and sustainable travel options enhanced.”
- “highly sustainable location, making it possible for businesses, residents and visitors to the proposed uses to travel by non-car modes of transport.”
- “set realistic restrictions on car parking based on goals that encourage the use of car clubs and pools, along with walking, cycling and public transport.”
- “The whole development should support every aspect of a zero-carbon lifestyle.”

Concerns and issues raised by responses included:

- It is unclear how the trip budget will be distributed across the site.
- The trip budget should be even more ambitious and parking even more stringent, with the suggestion that being car free should be the goal.
- Unrealistic expectations for the reduction of existing parking.

- Local Authorities should have a role in preparing a site-wide Transport Assessment and Travel Plan alongside the developers.
- The amount of parking is too low and will cause problems, including in neighbouring areas.
- Scepticism about the ability of the vehicular trip budget to control the amount of traffic generated.
- The balance of jobs to homes will result in a lot of in-commuting.
- Suggestion that certain trips should be excluded from the trip budget, including deliveries.
- Scepticism about how achievable the proposed mode share targets are.
- Scepticism and uncertainty about the delivery/timing of CAM and other public transport provision to provide alternatives to the car.
- High quality, traffic free, cycle infrastructure is needed within the site and wider, minimising conflicts with vehicles.
- Reduce trips and parking before construction begins.
- Keeping cars to the edges will have a positive impact on community liveability, place making and levels of active travel.
- Significant opportunities to further enhance non-car modes of transport and to increase number of 'internal trips'.
- Only physically disabled people should be permitted to use cars.
- Concern it will add to congestion on Milton Road, A14/A10 junction, and in nearby communities.
- City-wide approach to discouraging car travel and an integrated 24-hour transport system is essential.
- Discouraging car use to address climate change is an outdated concept as people increasingly work from home and switch to electric/hybrid vehicles.
- Provide electric vehicle charging infrastructure and electric car club vehicles.
- Concern that restricting car use will result in development that is not inclusive.
- Low levels and location of car parking does not allow for disabled parking and visitors including carers and trades people.
- Build underground car parking to make better use of land above ground.
- Concerns about locating car parking away from properties, including safety.
- Suggestion that new road access is needed to Fen Road.
- Suggestion for the creation of a low emission zone, restricting vehicles unless they are electric.
- Future proof plans and take into consideration changes in technology, social attitudes, Covid, Brexit and review travel needs and options regularly.

Examples of representative comments included:

- "There should not be a blanket requirement for each land parcel to reduce its existing car parking"
- "We would question how achievable these targets are?"
- "This is a significant and unprecedented reduction."
- "the operational requirements of all users must be considered and accommodated"
- "The trip budget scheme is ambitious"

- “If you build, traffic will increase. You can't stop that.”

### **How your comments and options have been taken into account**

The vehicular trip budget approach to managing traffic generated by the site underpins the vision to bring forward a new development based around the needs of people rather than vehicles and to enable non-car modes of transport to compete more equitably with the private car for many trips.

The Transport Evidence base sets out how the trip budget has been determined and an additional appendix is included within the AAP to show how the trips are apportioned across the different AAP land parcels. Since the draft plan was published, the individual developers have been working collaboratively with the support of the local authorities and County Council to develop a High Level Transport Strategy which sets out the phasing of development for individual land parcels and the mitigation measures that are likely to be needed at each phase. As applications come forward, each developer will need to come forward with significant sustainable travel enhancements and demand management measures to demonstrate adherence to their strict vehicular trip budget. If an area shows no signs of being able to meet its trip budget then development will not be supported or, for development already underway, this will halt until this is resolved.

The trip budget is considered a challenging, yet achievable target based on mode shares evidenced elsewhere in the city and given the connections that exist or that will be delivered to the site. It is not clear from the Transport Evidence Base that stretching the trip budget further would be achievable. The employment figures in the draft plan were at the limit of what had been tested in the Transport Evidence Base, therefore the reduction in numbers of jobs that is now seen in Policy 12a gives more comfort that the trip budget is deliverable as it gives a better balance between homes and jobs and reduces in-commuting. Nevertheless, delivery upon the trip budget is still challenging.

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. 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. 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.

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.

### **Summary of changes to the policy**

Policy 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.

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.

Policy requirement for a monitoring strategy to ensure compliance with the trip budget and car parking provision.

Additional supporting text to provide an update on civil parking enforcement in South Cambridgeshire to address any parking displacement.

Additional supporting text on supporting the transition to electric vehicles through the provision of electric charging points.

Additional appendix added to the AAP to explain how the trip budget has been derived, apportioned, and how the recommended parking levels were established.

### **Policy 23: Comprehensive and coordinated development**

#### **What you told us previously at Issues and Options (2019)**

- There was broad support to require the masterplanning of sites within the Area Action Plan. Several respondents commented how this would facilitate the consideration of more innovative solutions for delivering local decentralised energy generation and supply, achieving low carbon development, and providing integrated water management. It was also considered that this approach would assist in implementing smart-tech and managing area-wide issues such as the requirement for high-volume cycle storage and the setting of design standards.
- Some of the landowners raised potential difficulties with providing decentralised energy in practice, highlighting both technical and feasibility reasons. They requested that any such policy requirement be flexibly applied.
- We had also asked whether the Area Action Plan should prioritise land that could feasibly be developed early and whether there were any risks associated with this approach. Responses were mixed. Some suggested early delivery was critical to providing confidence in the deliverability of the Area

Action Plan and supporting the early delivery of infrastructure. While others felt this could result in isolated developments within inadequate amenities across the area to serve the occupants. One respondent suggested that no sites should be prioritised until such time as the Waste Water Treatment Plant had been relocated.

### **How your comments were taken into account**

- The preferred policy sets out a comprehensive and coordinated approach to the development of land at North East Cambridge that ensures all development contributes towards the vision for the area, including securing strategic connections, a network of legible open spaces, a consistent public realm, and coordinated management of movement across the area as a whole. The objective of the policy is to alleviate concerns associated with piecemeal development and ensure that new development maximises benefit locally. It ensures landowners are talking to each other and all parties aware of their role in delivering the shared vision for the AAP area, including the provision of important infrastructure projects that serve the area.
- Further, the policy seeks to ensure development proposals do not prejudice each other, or the wider development aspirations for the North East Cambridge area whilst enabling the component parts of the area to be developed out separately at different times, and yet provide a coherent whole when the area is fully built out. The later extends to the consideration of the management of infrastructure and assets that traverse sites and areas, ensuring consistency in approaches between neighbouring developments.
- This option is also preferable to the reasonable alternative – enable development plots to come forward without the benefit of a site-wide masterplan. Whilst incremental schemes might be more easily delivered, the constraints posed by site boundaries, neighbouring development or uses, and strategic infrastructure all have potentially limiting consequences for scale, layout, and viability. Across North East Cambridge as a whole, such consequences could depress the efficient use of land, the proper planning of development (in terms of layout, design, use, etc.) and the ability of development to support the creation of coherent neighbourhoods and the provision of social and physical infrastructure.
- With respect to prioritising land for early delivery, it is important to have regard to the purpose of the Area Action Plan, which is to ensure that the scale of change planned for North East Cambridge is guided by policies that meet the aspirations that the local community, landowners, and the Councils have for the area as a whole, as well as the places within it. The Area Action Plan is therefore not just about providing for new development and physical growth, but also the regeneration and realisation of the social benefits and improvements that new development can help deliver to the overall quality of place. The Councils preferred option is not to prioritise land for early delivery but rather to prioritise the delivery of key developments within the Plan's timeframe that are critical to the success of delivering the vision for North East Cambridge.

## What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- General support but must ensure planning applications are capable of being submitted and granted ahead of the AAP
- Support for ensuring all developments contribute proportionately
- Need to ensure phasing of redevelopment takes account of existing business operations in close proximity until relocated
- Clarify that the detail and extent of the masterplan should be commensurate to the scale and nature of the application submitted

Overall, the responses did not seek to challenge the need for or purpose of the proposed policy. In this respect, the majority of comments were broadly supportive but sought clarity around the requirement for a masterplan, its extent & application to smaller development proposals, and how the policy would ensure the integration of existing uses either in the short or longer-term. Other comments were aimed at early development proposals ahead of the AAP, seeking acknowledgement of the regeneration benefits of such development for the wider area.

Comments expressed support for:

- Comprehensive and coordinated development & regeneration at NEC
- Securing appropriate & proportionate contributions to site wide infrastructure

Examples of supportive responses included:

“Policy 23 seeks to ensure a comprehensive and coordinated approach to development and regeneration at North East Cambridge, which is broadly supported.”

“Natural England supports this policy and requirement for development to demonstrate an appropriate and proportionate contribution to site wide infrastructure”

Concerns and issues raised by responses included:

- Appropriateness of masterplans for small schemes
- Masterplan extents
- Masterplan to demonstrate delivery of GI/Biodiversity/Climate Change
- Engagement of affected landowners
- Successful integration of existing uses
- Acknowledge the benefit of early development

Examples of representative comments included:

“The policy appears to be written more for some of the larger landowners, such as Anglian Water/Cambridge City Council, Brookgate/Network Rail, The Crown Estate and Trinity College. Where individual plots become available, such as in the case of

the Landowner/Site, it will be more difficult to show how it complies in the context of part b) of the policy (wider masterplanning). Consideration should be given to this in the policy.”

“The level of detail/extent required for the masterplan should be commensurate to the scale and nature of the application submission.”

“Smaller scale major development proposals at the individual plot level (which may for example comprise the provision of a single building) are unlikely to be sufficiently large enough so as to warrant a masterplan approach. Such development proposals remain capable of a proportionate contribution to the achievement of the vision and strategic objectives for North East Cambridge, however. The proposed policy should be worded to reflect such circumstances.”

Additional information should be set out in the Area Action Plan as to how this [engagement with affected stakeholders] should be undertaken, with a specific requirement for discussions to be undertaken with all affected landowners prior to any proposals being drawn up and brought forward.”

It is expected that the existing use would continue to operate for a temporary period or indefinitely if a suitable alternative relocation site is not identified. Therefore, an appropriate phasing of redevelopment sites must be provided to ensure that proposed uses are compatible with existing business operations on adjacent sites and in close proximity, including for the existing use, in order to avoid potential noise and residential impacts.”

“The approach in the recently adopted local plan in respect of early submissions should not be watered down through the AAP process, indeed, through the AAP process the opportunity to bring forward Land at Cambridge North early should be explicitly acknowledged as beneficial to the regeneration of the area.”

### **How your comments have been taken into account**

The Councils consider that masterplanning can help improve urban design outcomes and create a higher quality place. This applies equally to a single development plot as it does a strategic site. Major developments can, by their definition, significantly alter the character of an area, even in the context of the regeneration of North East Cambridge. The exercise of masterplanning ensures, even on smaller sites, which are typically constrained by neighbouring uses, robust consideration is given to the surrounding context and to the layout, landscaping, built form, infrastructure, circulation, and servicing requirements. For these reasons, the Councils do not consider it appropriate to increase the development threshold to which the policy would apply or to introduce different levels of detail to be achieved based on the scale of a proposal. To do so would risk development of buildings and spaces that

lack coherence and squander the potential of a site. Cumulatively, this could significantly undermine delivery of the vision and objectives of the Area Action Plan.

Criterion C of the policy is already concerned with ensuring new development has regard to existing neighbouring uses, including their operation, and applies the agent of change principle to the new development to mitigate the impact of noise and other potential nuisance arising from the neighbouring use. The Councils consider the policy already mitigates the risk arising from the imposition of restrictions or possible closure of an existing business due to noise and other complaints from new occupiers of the development.

Nothing in the draft policy restricts early development coming forward within the North East Cambridge area before the Area Action Plan is formally adopted. However, it is not considered appropriate for the Area Action Plan to explicitly acknowledge early development as beneficial to the regeneration of the area. Early development proposals, rightly, need to be determined having regard to extant Local Plan policies that reflect the current position that the Anglian Water Waste Water Treatment Plant remains in situ and a significant constraint to the wider regeneration ambition of the area.

The councils appreciate that a development proposal may have impacts beyond surrounding sites and has therefore proposed a change to ensure any party affected by a proposal is to be engaged by the scheme proponent.

### **Summary of changes to the policy**

Amendments to improve the effectiveness of the policy, including:

Additional references to public transport, active travel, community facilities, and Green Infrastructure;

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;

Additional reference to contributing to a coherent green infrastructure network;

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;

Additional reference included to capture the requirement to engage all parties affected by a proposal;

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.

## **Policy 24a: Land assembly**

### **What you told us previously at Issues and Options (2019)**

#### **Land assembly**

- A mixed response was received to the suggested approach with some stating that it will help ensure the delivery of comprehensive redevelopment in North East Cambridge and others suggesting that all matters should be achieved through discussion given there is a strong shared ambition across the various landowners.
- There was concern that many of the current businesses could be left without premises due to the lack of alternative industrial and other business premises within the City. This could also result in the closure and loss of employment for local residents.
- The final question asked if land assembly is required where it can be demonstrated that this is necessary for delivering the agreed masterplan for the North East Cambridge area and/or the proper planning for development. Again, this received a mixed response regarding the use of Compulsory Purchase Powers to assemble land with some comments suggesting the Local Authority is not justified in setting out to use powers to purchase land they do not own and other suggesting that these powers would assist with delivering comprehensive development and that strategic opportunities should not be compromised by one or more parties that are unwilling to support the delivery of the North East Cambridge.

#### **How your comments were taken into account**

- In relation to land assembly the preferred option is to use Compulsory Purchase Powers, only if necessary, to secure land for comprehensive development.
- There was support for this approach over other approaches that could lead to individual negotiations and piecemeal development coming forward.
- The alternative approaches would also likely lead to the aspirations of the Area Action Plan and local residents not being met.
- The policy does not stipulate that Compulsory Purchase Powers will always be required and the Council will need to demonstrate other avenues of land assembly have been exhausted first.

## **What you told us about the Draft NEC AAP (2020)**

Overall, the responses did not seek to challenge the need for or purpose of the proposed policy. With respect to sites/uses likely to be the subject of the policy, the comments highlighted that suitable and viable relocation sites have not been identified – with landowners/operators welcoming a discussion with the councils on this. Should relocation be facilitated, most affected landowners suggested they could bring forward redevelopment proposals that accord with the AAP?

Comments expressed support for:

- Positive intervention

Examples of supportive responses included:

“Support the use of CPO to prevent piecemeal or inappropriate development coming forward.”

“Positive intervention, in the form of land assembly and the relocation of existing floorspace and uses (and thereby existing businesses), is to be welcomed.”

Concerns and issues raised by responses included:

- No suitable and viable alternatives sites being identified
- Lack of alternative premises elsewhere within the City
- The need for discussion between landowners
- The need for discussion with the councils

Examples of representative comments included:

“At this stage no suitable and viable alternative relocation site is identified. [The existing use/operation] would be affected by the redevelopment of its existing site, and would welcome discussions with the Council to find a suitable alternative viable site from which it can operate [from] and release of value from their existing site to facilitate any move.”

“It would not be necessary or appropriate for compulsory purchase to be used because the site could be redeveloped in conjunction with the councils for the proposed business and housing uses, and designed to meet the policy requirements specified in the AAP.”

“The lack of alternative industrial and other business premises within the City could result in the closure of and loss of employment for local residents. It is critical that in bringing sites forward, due regard is had to the provisions of criterion (c), and that this should be the starting point before any consideration of CPO takes place.”

“It is vital that discussions are undertaken with all landowners in the first instance to try and agree/negotiate a combined approach. The site as a whole has a number of landowners and the Area Action Plan makes no reference to a ‘joined up’ approach. Early engagement with all landowners going forward is crucial and this does not seem to have been resolved yet.”

### **How your comments have been taken into account**

Policy 12b 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.

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 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.

### **Summary of changes to the policy**

No significant changes.

### **Policy 24b: Relocation**

#### **What you told us previously at Issues and Options (2019)**

##### **Relocation**

- There were suggestions that the Area Action Plan relies on the relocation of the Waste Water Treatment Plant and therefore cannot be delivered in accordance with a Masterplan without its prior relocation.
- There was clear support from Anglian Water for a relocation strategy that is clearly defined and clarified to ensure its operation as a sewerage undertaker can continue to serve customers during construction and post redevelopment.
- There were concerns from several on-site operators that their operations are incompatible with the indicative Concept Plan from a noise, odour, and air quality view unless an appropriate relocation site is found. There were suggestions that the Concept Plan should be amended to reflect these businesses remaining on site.

- Other on-site operations highlighted that a coordinated approach would need to consider a range of issues including the potential relocation of the existing industrial uses, including the Veolia Waste Transfer Station and the builder's merchants on Nuffield Road, and expressed concerns that alternative accommodation had not yet been identified.
- Others agreed with relocating existing industrial uses depended upon an Industrial Relocation Strategy that justifies viable options and sighted that the Area Action Plan area is not a future viable option.
- The Environment Agency highlighted that there hasn't been any substantive appraisal of the issues, options and impacts of relocating the Waste Water Treatment Plant. They consider the relocation is potentially highly significant, and features cumulative effects with other projects, such as Waterbeach New Town and propose that a SEA/SA should address this.
- Finally, there were other comments concerning the bus depot which is a constraint and needs suitable relocation as well as general support for a relocation strategy which provides integration opportunities with existing communities.

### **How your comments and options have been taken into consideration**

- In relation to the relocation of existing businesses the preferred option is for applicants to ensure they submit a relocation strategy where existing businesses may be affected.
- This approach would also support concerns from operators such as Veolia and Stagecoach that finding suitable sites through this process is imperative for their future operations.
- An important element of this approach is phasing the redevelopment and relocation of existing premises to ensure there is minimal impact on business operation and delay to the delivery of the Area Action Plan.
- If a relocation strategy was not in place this could significantly delay development and undermine the aspirations of the Area Action Plan as well as the strategic objectives of the area.

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- There was support for the sequential approach with phasing of sites
- Concern over the relocation of the Waste Water Treatment Plant particularly the green belt/environmental impact.
- For existing businesses, they may require to remain on site unless a viable alternative location is identified or there is a high value alternative use.
- Need for impacts on businesses to be managed during and post construction
- Engagement with businesses by the council is key for ensuring relocation from NEC to an acceptable and viable option
- Specific suggestions on where and how uses should be relocated, or existing uses incorporated into the development

- Requested specific alterations to Policy 24b

The comments in direct response to Policy 24b were from NEC landowners or businesses located both within and outside of the industrial areas of NEC. Responses from those who potentially require relocating of their businesses generally said that they would prefer to stay but requested support from the councils if they were required to relocate. Alterations to the wording of the policy were also requested; two related to the policy text, one a change to the circumstances where a Relocation Strategy is required.

Comments relevant to Policy 24b from elsewhere in the consultation were generally concerned by the negative environmental impacts of relocating the Waste Water Treatment Plant or they provided specific suggestions on where and how uses should be relocated, or existing uses incorporated into the development.

Comments expressed support for:

- A sequential approach
- Positive intervention in the relocation of existing businesses and via land assembly.

Examples of supportive responses included:

“Support policy and in particular the sequential approach to relocation. This policy should also refer to the high levels of growth to be enabled by the relocation of the Waste Water Treatment Plant in the first instance.”

“Positive intervention, in the form of land assembly and the relocation of existing floorspace and uses (and thereby existing businesses), is to be welcomed.”

Concerns and issues raised by responses included:

- The need for the Council to engage with landowners/businesses.
- The policy does not address the circumstances where a business is happy to relocate.
- The Waste Water Treatment Plant should not be relocated as this is likely to be on a greenfield/greenbelt site and its relocation is not environmentally sustainable.
- Lack of engagement by the Council.
- The proposed replacement uses will not make relocation viable.
- No wish to move – request that housing etc be designed around their existing use.

Examples of representative comments included:

“As set out in the response to Policy 26, it appears that the policy requirements for a replacement facility might be difficult to achieve on a suitable alternative site without assistance and support from the Council ...”

“The assistance and support of the Council will be required to enable [our business] to relocate its existing operations in a viable manner.”

“Where a willing landowner who operates an existing business has agreed to sell their land for redevelopment and relocate elsewhere, and in these circumstances the requirement for a relocation strategy to be prepared for a planning application should not be necessary”

“How can you claim this is a brown field site development when the existing Anglian Water waste treatment plant currently occupying the site has to be moved to what appears to be a choice of 3 green field sites? This contradicts low environmental impact by further destroying the current green fields.”

“Embarking on a substantial construction / relocation, that is not without risk on many levels, to a greenbelt location, would not seem to be maximising the role in responding to the climate crisis”.

“Given the failure to engage on this site, the legitimacy of the outcomes from these workshops could be challenged.”

“[Our client] broadly supports the policies for redevelopment of the site and the surrounding area, but it is requested that more flexibility is allowed in terms of the mix of uses and the building heights at the site.”

### **How your comments have been taken into account**

This policy, alongside Policy 12b: Industry, have been altered to reinforce the objective of the AAP to ensure that the regeneration of NEC does not result in a loss of the existing industrial floorspace present across the area. The changes clarify that the policies concern only the protection of the floorspace and not the existing occupiers. This recognises that industrial use requirements are likely to change over the Plan period, but some existing industrial uses could be displaced. Where existing uses may be displaced, the Council will look to works with affected occupiers to help identify suitable alternative sites. Together, the policies promote the consolidation and intensification of industrial use to the Cowley Road Industrial Area and the northern portion of the Chesterton Sidings area.

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. Where the waste and minerals operations are retained, the policy requires that new development does not prejudice their ongoing operation. The Agent of Change principles is applied –

whereby, the new development is responsible for mitigating the impacts of the operations on the new development and ensuring appropriate environmental and amenity standards can be achieved for occupiers or users of the new development.

### **Summary of changes to the policy**

Addition to Policy 12b to include reference to the support the Councils will give to occupiers that may be displaced.

Amendments to Policy 24b clarify the intention to protect the existing industrial floorspace and not the existing use of the current occupier.

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.

### **Policy 25: Environmental health**

#### **What you told us previously at Issues and Options (2019)**

- You raised several concerns regarding environmental health impacts from existing business activity on the site and what this could mean to health and wellbeing in terms of noise, air quality and odour. Further concerns relating to business activity were expressed by Veolia as it was highlighted that their operations are incompatible with the indicative Concept Plan due to noise and air quality considerations, unless an appropriate relocation site is found and suggested that the Concept Plan should reflect this.
- You suggested that commercial and business development should be located in close proximity to Cambridge North Station to negate the need to locate residential there as this would have a detrimental impact on noise.
- Most of the concerns you raised were related to impacts from traffic including the A14 on air quality and noise levels and the lack of information about the broader composition of site areas and environmental constraints including the intensification
- of employment space and numbers, car parking, mixes of uses, open space including noise and air quality contributors. Along with this there was a request to look at noise barrier mitigation.
- You substantially supported the redevelopment of the area around Nuffield Road to mixed uses, to reduce heavy industrial traffic uses including HGV traffic in the area which will improve the environment in existing communities, including Shirley School.
- You raised concerns that existing development doesn't currently address walking and cycling routes such as Milton Road. You suggested that the delivery of a low car and reduction in noise pollution could enable Milton Road could be redesigned to address this.
- You made comments in relation to odour and its impact from the Waste Transfer Recycling Centre as well as the relocation of the Waste Water

Treatment Plant. There was acknowledgement that further analysis should be undertaken to identify the potential risk of odour from the Waste Water Treatment Plant and the acceptability of different types of development.

- There were comments made in relation to water contamination. The Environment Agency placed great importance on addressing contamination at the implementation stage. It was also pointed out that the Waste Transfer Recycling Station relocation has yet to be identified and that contamination needs to be considered as part of any relocation.

### **How your comments were taken into account**

- The proposed policy places great emphasis on development proposals addressing cumulative Environmental Health impacts to ensure amenity, health, and quality of life for new residents and business are not compromised.
- The second paragraph of the policy addresses the requirements that sensitive development such as residential uses need to be appropriate for its location. The policy also identified that conditions or obligations will be used to require mitigate through design noise and pollutants from the site.
- The policy requires development proposals to be accompanied by an appropriate environmental impact assessment to ensure environmental health considerations are either considered in isolation or cumulatively and appropriate mitigation identified.
- The policy supports the delivery of a noise barrier as the most effective way of mitigating noise from the A14.
- The preferred policy also requires the safeguarding of existing facilities within North East Cambridge to ensure they are not undermined by new development and to support proposals that make them publicly available.
- The policy emphasis that new sensitive development should be located in areas where it can coexist with existing uses and not prejudice their operation. This policy will ensure that any existing business within the Area Action Plan area that are to be relocated in the later phases of the plan will not be compromised by new development.
- Finally, the policy highlights the importance of early pre application discussion with the LPA to determine the individual impact assessments required as part of the development proposals.

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- Noise and disturbance concerns between new sensitive uses and retained uses
- Insufficient definition of land contamination definition and policy criteria
- Lack of previous land contamination and feasibility assessments
- Robustness of odour evidence in support of the policy



Comments expressed support for:

- Esurance that environmental impacts are considered for development at North East Cambridge and identifies criteria for development are welcomed. The existing waste recycling transfer facility at the Veolia site off Cowley Road is expected to continue until a suitable and viable alternative relocation site is identified.
- The operations associated with the waste recycling transfer facility e.g., noise, odours, and vehicle movements, could be incompatible with new residential, commercial, town centre and community uses on neighbouring sites without appropriate phasing and the effective relocation of Veolia's operations. Therefore, the criteria in Policy 25 relating to noise and air quality to be assessed as part of design and layout (criteria c), new sensitive uses to be integrated with existing businesses (criteria d), and to avoid unreasonable restrictions on existing business operations (criteria e) are supported.
- Policy 25 seeks to ensure that environmental impacts are considered for development at North East Cambridge and identifies criteria for development. As set out in the Introduction, a number of technical reports have been prepared in support of the current planning application for the redevelopment of the site at 127-136 Cambridge Science Park. The assessments of the proposed development demonstrate that there would be no significant adverse environmental impacts associated with the redevelopment of the site. Therefore, the proposed redevelopment of the site would be consistent with Policy 25.
- We generally support this policy and its requirements to protect the natural environment.
- There was support for criterion (e) in relation to ensuring no unreasonable restrictions on existing business operations and facilities being fully supported.
- There was also general support over the criteria within the policy that stipulates noise and air quality assessments being required at the design stages of proposals as well as the general requirements to protect the natural environment. A related point under question 3 which refers to location and mix of uses at the new centres within NEC were generally supported to as respondents felt that industrial uses and HGV movements do not relate well to residential amenity in terms of noise and air pollution.

Examples of supportive responses included:

“Support for a noise barrier adjacent to the A14 to mitigate noise impacts throughout the NECAAP area”.

“Support for noise and air quality to be assessment as part of design and layout, to ensure the continuation of existing businesses and integration of new sensitive uses and to avoid unreasonable restrictions on existing business operations”.

“Overall support for the policy requirement to protect the natural environment”.

“Support that all new developments should be required to demonstrate that existing uses and their operation can be protected for the long term”.

“Support that the Land Use Plan propose allocation of commercial and other less noise-sensitive uses further away”.

“At this stage, we would like to re-emphasise the above and support the inclusion of Policy 25 ‘Environmental Protection’ and Policy 26 ‘Aggregates and waste sites’, particularly in light of the new ‘Proposed land uses’ shown on Figure 11 of the latest version of the AAP”.

Concerns and issues raised by responses included:

- The noise of high-density dwelling needs government to agree to change building regulations and design criteria.
- The industry will be staying on the site. One of these is the concrete mixing site. Dust levels can impact the respiratory health not only of the workers but also the 18,000 or more residents who will live near it. There needs to be strict rules to prevent poor air quality.
- The flats will be close to the A14, a very busy road with a very high proportion of HGVs. There needs to be good provision in place to stop air and noise pollution.
- Lack of robust pre consultation and framework plan air quality, noise, and land contamination evidence
- Lack of WwTW relocation considerations
- Lack of prior assessment of noise sources from railway and proposed CAM on future uses
- Land Use Plan needs reconfiguring to position sensitive land uses/receptors further away from noise sources.
- No consideration of vibration and structure-borne noise from trains to and from Cambridge North station and from the future CAM network
- A number of site-specific noise sources are identified including transport and industrial uses.
- Business retention/operation and unreasonable restrictions
- Protection of the natural environment through this policy
- Mix of uses and location of new centres

Examples of representative comments included:

“The findings have an important bearing on the proposed layout of the NEC Area. There are fundamental implications for the Spatial Framework (Figure 10) and Land Use Plan (Figure 11), with a consequential effect on Draft Policy 1 and other elements of the Draft NECAAP. However, we consider that amenity issues such as noise and vibration are of utmost importance when planning and designing a high-quality new city district such as NEC”.

“There are concerns that the Cambridge City Council’s Technical note of the interpretation of Planning Applications in the vicinity of Cambridge Water Recycling Centre (October 2018) carried out by Odournet is not a robust evidence base on which to make decisions – see the Assessment of the impact of odour from Cambridge Water Recycling Centre on St John's Innovation Park Masterplan Phase 1 submitted as part of applications 20/03523/FUL and 20/03524/FUL”

“As well as the WwTW, the Veolia Waste Transfer Station site lies in the heart of the NEC Action Area. This waste site is safeguarded in the adopted Minerals and Waste Local Plan”.

“At the time of consultation, neither the WwTW or the Veolia Waste Transfer site have a strategy for relocation off-site and represent major constraints to the proposed development”.

“Objecting to the proposals to build 8000 home next to the increasingly busy A14 and Milton Road as there is increasing evidence that the pollution from road fumes from vehicle exhausts, tyres and road noise can seriously damage the health of people who live nearby”.

“The current proposals locate the most noise-sensitive uses, such as housing, on the east end of the site. The Land Use Plan (Figure 11) indicates that a high proportion of the proposed residential development will be sited close to the A14, although noise impacts from road and rail traffic will continue to be a long term issue in this area (as set out in the Noise Model and Mitigation Assessment, February 2020). By contrast, the Land Use Plan proposes the allocation of commercial and other less noise-sensitive uses further away. The proposed arrangement of land uses poses a significant challenge to design in terms of both façade requirements and ventilation / cooling”.

“Pre-application discussions with the Greater Cambridge Shared Planning Service to determine the individual submission requirements for impact assessments as stated should not be required. Guidance should clearly set this out”.

“There is no reference made to ensuring that development proposals located within proximity of Cambridge Wastewater Treatment Plant does not prejudice its continuous operation prior to its relocation. Similarly, there is no reference made to Anglian Water’s retained/new connections and assets once the new Wastewater Treatment Plant is operational”.

“It is therefore proposed that Policy 25 is amended as follows: ‘a. It is appropriate for its location and shall contribute to creating healthy internal and external living environments through preventing unacceptable risks and adverse / negative impacts on health and quality of life / amenity and the wider environment from matters such as land contamination, noise and vibration, artificial lighting and air quality (including

odours), from the local road and rail network, [existing wastewater treatment infrastructure] [new text] and existing and future industrial, commercial and business type uses

e. New sensitive uses shall be integrated effectively with [Cambridge Wastewater Treatment Plant (prior to its relocation) as well as any retained assets or new connections] [new text] and existing and future businesses so as not to prejudice their operation”.

“There were general comments from promoters relating to the relative low impacts of odour from the existing WwTW on Neighbouring uses and areas. There were also comments relating to the concerns that no reference was made to neighbouring uses to the WwTW and the potential to compromise its continuous operation”.

“Vibration and structure-borne noise from trains to and from Cambridge North station and from the future CAM network does not seem to have been considered. Moving residential buildings away from these sources would prove successful in reducing the impact of vibration and structure-borne noise on the foundation design of the buildings”.

### **How your comments have been taken into account**

There was recognition that existing businesses in NEC should not be unduly prejudiced by having restrictions on their operation by any proposed development. This is addressed by criteria e. which ensures unreasonable restrictions are not placed on existing businesses or operations, including operations safeguarded through the Cambridgeshire and Peterborough Waste and Minerals Local Plan 2036, which includes requirements on new development proposals within the Consultation Areas of these facilities.

There were objections raised about the robustness of prior land contamination assessment prior to the consultation and development of the framework plan. A site wide comprehensive Stage 1 Contaminated Land Assessment has been undertaken. There are also specific criteria in the policy that stipulates that prior to commencement of any development within NEC that assessment is undertaken.

Another objection concerned the lack of noise assessment connected with the railway and potential CAM network. The Noise Assessment undertaken by Aecom in fact assessed rail bourn noise and concluded that the decibel levels would not have a material negative impact on noise sensitive proposed used at NEC. In terms of CAM noise this has not been assessed as it is not a committed project and currently not being taken forward.

One of the comments suggested that a better and more balanced design could be achieved through locating less noise sensitive uses along the perimeter of the site in taller buildings, which would in turn act as a screen to the lower residential buildings

in the centre of the site, protecting them from the dominant noise sources. This has been one of the proposed noise mitigations that has been considered for the site but needs to be tempered with the acoustic design of buildings. Criteria d and f cover these points and it will be for the development management process to assess any proposed masterplans against this criterion.

With minor amendments it is considered that the policy will sufficiently control inappropriate development and protect existing uses at the same time as ensuring new proposals are designed with these uses in mind.

### **Summary of changes to the policy**

Amendments to the policy wording to improve effectiveness. Removal of reference to the noise barrier (as it is addressed by other policies).

Additional references added to the supporting text to highlight national policy requirements regarding sensitive uses and the Cambridgeshire and Peterborough Waste and Minerals Local Plan 2036 regarding development and uses within the Consultation Areas of safeguarded sites.

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.

### **Policy 26 Aggregates and waste**

#### **What you told us previously at Issues and Options (2019)**

- You commented that the aggregates railheads and waste transfer station should continue to be safeguarded, and some said that the aggregates railhead should be retained for future needs.
- One comment noted that the aggregates railheads is necessary to meet the wider needs of Greater Cambridge.
- You made comments on the impact of the Waste Recycling Transfer Station on future development, and that further analysis should be undertaken to identify the potential risks and the acceptability of different types of development relating to it. It was acknowledged that the location of an off-site re-provided Waste Recycling Transfer Station has yet to be identified and that land contamination needs to be considered as part of any relocation.

#### **How your comments and options have been taken into account**

- In line with your comments, the proposed policy retains the Cambridge North East Aggregates Railheads in its current location. In order to minimise the impact of HGVs on the District Centre, it is proposed to re-align the road access to the site as defined in Policy 21. Nevertheless, if the site can be relocated off-site or it is considered by the local Minerals and Waste Authority

that the site is no longer required, then the policy sets out a preferred alternative use for the site.

- The policy, in combination with the Spatial Framework and other supporting policies and diagrams, identifies that the Waste Recycling Transfer Station is an incompatible use within its current location and that it should be relocated off-site through engagement and collaboration with the local Minerals and Waste Authority.

### **What you told us previously at Draft AAP (2020)**

A majority of comments, including those which were neutral or disagreed with the question, did not object to the principle of retaining the aggregates yard in the area. However, there were comments expressing concern at how transport associated with the aggregates yard would co-exist with residential uses. There was also a concern over the health impacts of the aggregates yard. In general, the comments stated that buffering the aggregates yard with industrial uses was a good proposal. However, there was a query over how effective the Linear park would be in providing effective amenity screening.

Comments covered:

- North East Cambridge being the right location to keep the aggregates yard
- Buffering it with industrial uses and ensuring that any buffer is robust and appropriately phased.
- Establishing a separate transport access

Examples of supportive responses included:

“The objectives contained within Policy 26 to safeguard the existing mineral operations in accordance with the area’s Development Plan and paragraphs 182 (detailed below) and 204(e) of the NPPF to ensure the safeguarding of the mineral transportation and handling operations are supported.”

“We support the specific direction within Policy 26 that accords with the need to safeguard mineral activities in accordance with NPPF paragraph 204(e) that states that “any residential proposal ... will need to demonstrate how it achieves acceptable environmental standards (i.e., buffering) from the negative impacts of the aggregate railheads.”

Concerns and issues raised by responses included:

“There is no mention of what businesses will be in the area. I assume the aggregate plant will still be there which is known to cause respiratory problems and will now be very close to a large population.”

“Why did you propose to develop the site with a) water works there, b) an aggregate mixing site and c) a bus depot? Who'd want to live near there? Developers wouldn't.”

“...the AAP should ensure that proposed buffer/screens are sufficiently robust and provide adequate protection for potential future residential occupiers given the potential for unintended adverse impacts, or nuisance impacts, that could emanate from the mineral operations”

“The onus to protect or ‘provide suitable mitigation’ for future residential amenity is on newly-introduced land uses rather than established/ consented land uses and operations.”

“As well as questioning how effective the narrow Linear Park would be in protecting the amenity of nearby sensitive receptors, we would also like to emphasise that phasing of development will be critical to ensuring that existing mineral operations can continue without adverse impact on new residential or similarly sensitive land uses.”

“The access road to the aggregates depot must not go through residential areas.”

“Tarmac is an existing established business, and a replacement facility should be located within or close to Cambridge in order to avoid the unnecessary transportation of aggregates and materials. The assistance and support of the Council will be required to enable Tarmac to relocate its existing operations in a viable manner.”

“Any future potential relocation of the railhead would be discussed between Network Rail, DB Cargo UK Limited and their tenant Tarmac. Network Rail will engage with the GCSP if any changes to the railhead are proposed.”

“I support Cambridge Past, Present and Future’s recommendation to relocate industrial units and the aggregates railhead to the north-east corner of the site with a separate industrial access road added alongside the A14, which would remove large amounts of heavy traffic from the main route through the district.”

Industrial units and the aggregates railhead should not be at the heart of the development. It will create a hazardous and unwelcome mix of traffic on the main residential access road. Far better would be to relocate these to the north-east corner of the site and/or create a separate industrial access road alongside the A14 from the north end of Cowley Rd.

### **How your comments have been taken into account**

The Aggregates Railyards and the Waste Transfer Station are safeguarded sites within the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036. As such, proposals for alternative development within those sites must have identified alternative sites suitable for accommodating the two protected uses.

The two uses, as they are currently configured, are not considered to be compatible with the proposed future vision and development of the NEC area as a high density mixed use community. There are however no confirmed alternative locations outside of the Area Action Plan area to which these uses could be suitably relocated in line with Policies 4 and 15 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036. As such, both uses must be accommodated within the development proposals of the Area Action Plan until such time as an alternative site is identified.

In order to ensure that the two uses will not have a serious detrimental impact on NEC development a series of mitigation measures will reduce the impact of the uses. These will include the creation of a buffer of industrial and warehousing and storage uses around the aggregates railheads and the relocation of the Waste Transfer Station within this buffer. Their location together at the current location for the Aggregates Railheads will also ensure that industrial uses are focus in a single area so that the impact of traffic generated is minimised and effectively managed.

Any new development within the Consultation Area (circa 250m from the boundary of the safeguarded site, will be required to comply with the requirements within Policy 26 and Policy 25 of the AAP which requires proposals do not prejudice the existing ongoing operation of the facility and that applicants fully consider all environmental impacts and secure mitigation necessary to ensure acceptable standards for the future health, quality of life, and amenity of future occupiers or users.

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.

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.

### **Summary of changes to the policy**

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.

Amendments which add further information on the acceptable environmental standards that will be needed to address the negative impacts of the Aggregates Railheads and the Waste Transfer Station (if retained within NEC).



## **Policy 27: Planning contributions**

### **What you told us previously at Issues and Options (2019)**

- You acknowledged the need for developer contributions to deliver the infrastructure that will support development within North East Cambridge. There was no clear preferred approach to securing and delivering the necessary infrastructure, and whether it would be via a Section 106 agreement or an alternative mechanism.
- Given the complexities of the site, most comments seemed to support in principle a strategic site wide approach. Comments mentioned that a strategic approach could enable equitable contributions across different landowners.
- One comment mentioned that it was important that development also provides offsite enhancements.
- Your comments made it clear that, to achieve good growth principles and to improve the walking and cycling network within the area, developer contributions would be key in funding and delivering these.

### **How your comments were taken into account**

- The draft policy responds to comments by identifying a robust mechanism that mitigates the negative impact of new development and contributes to site-wide infrastructure where relevant. These contributions are sought in a coherent manner to prioritise infrastructure that supports good growth.

### **What you told us about the Draft NEC AAP (2020)**

Comments to draft Policy 27 supported developer contributions, in particular, the provision of open space. Some comments expressed concern for the viability of the Veolia site.

Comments expressed support for:

- North East Cambridge is the right location for industrial uses
- Affordable workspace
- Intensifying the uses

Examples of response to Policy 27 included:

“We welcome the requirement for appropriate planning contributions on a scheme-by-scheme basis to finance the early delivery of major strategic infrastructure including open space”.

“it is requested that any planning contributions and viability considerations for the redevelopment of the Veolia site reflect and take into account the costs associated with the relocation of the waste recycling transfer facility. As outlined within these Representations the value of the Veolia site needs to be maximised to enable a future relocation and therefore the introduction of business (B1) and housing uses are supported. S106 or other associated development costs should be minimised. If the redevelopment of the Veolia site and the associated relocation of the existing waste recycling transfer facility is not viable, then it will either not happen or adjustments will need to be made to the proposed quantum of development or mix and type”.

Concerns and issues raised by responses included:

- Would s106 be able to support biodiversity ambitions adequately
- Concern with the late production of the IDP and Viability Appraisal to test the acceptability of the policy, in particular, strategic infrastructure requirements – engagement ahead of Reg 19 is therefore requested
- Concern that the policy may not capture required contributions from early development within the AAP area
- The need to relocate an existing use, including land purchase, should form part of the consideration of viability and therein, the ability of new development to contribute towards infrastructure provision and costs
- Health care facilities should be reference in criterion a.

Examples of representative comments included:

“The AAP recommends a S106 agreement to fund the creation of a wetland nature reserve on Chesterton Fen. Is this realistic? How much will the land acquisition and landscaping cost? How much of that could a S106 agreement be expected cover? What additional funding sources will be used? We would prefer to see this area included in the AAP and subject to a local Development Corporation which would have the ability to implement it”.

“No amount of s106 money is going to over come the fundamental problems with the so called County Park next to a major road and issues with Chesterton Fen”.

“The Council’s will be aware of the Governments White Paper “Planning for the Future” and it’s propositions with regard to spatial planning, a stream-lined development plans system, proposals to replace the current Community Infrastructure Levy and S106 mechanism with a new Infrastructure Levy, changes to Standardised Housing Need requirements, etc. Potentially, these proposed changes will have material implications for content, scope and delivery of the AAP”.

## **How your comments have been taken into account**

The importance of seeking the appropriate delivery of infrastructure to support needs generated by development is acknowledged. A number of comments were concerned with viability and the policy retains the ability to consider specific site circumstances. The proposed submission AAP has been informed by a viability assessment, to demonstrate proposals are achievable.

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.

## **Summary of changes to the policy**

Amendments to infrastructure section to make the policy more effective.

Changes to the supporting text to clarify infrastructure requirements and their implementation.

## **Policy 28: Meanwhile uses**

### **What you told us previously at Issues and Options (2019)**

- You supported taking a positive, innovative, and flexible approach, enabling a balanced mix of uses to provide the early foundations for North East Cambridge where they would add vibrancy.
- You suggested that there should be no limitations on the scale of meanwhile uses as this would be contrary to their purpose and could stifle innovation and creativity, or their timescale which will be dependent upon the timescales of permanent development and a reasonable period of occupation may be needed to recoup investment.
- You commented that meanwhile uses should be compatible with surrounding uses, including the Waste Water Treatment Plant (depending on timing for its relocation).

### **How your comments were taken into account**

- Reflecting your comments, the proposed policy for meanwhile uses provides flexibility for innovative solutions to be delivered in a timely manner. This will help establish behaviour and trip patterns from the outset and ensure North East Cambridge is a vibrant and attractive place for new and existing residents and employees.

- The policy seeks to ensure that meanwhile uses are coordinated and compatible with surrounding uses and would not prejudice development land from being brought forward.

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- Support for the use of buildings which would otherwise remain empty
- Concern for the compatibility with adjoining uses and operation of existing businesses
- Concern for phasing early in the process
- Concern for design considerations

Comments support the principle of providing temporary meanwhile uses to add to the range of facilities within the area, and reuse empty or underused land and buildings, linked to the phasing of the development. Concern was expressed that these uses should be compatible with neighbouring uses including existing businesses and operations, and design considerations should make allowance for their temporary (possibly prefabricated) nature.

Comments expressed support for:

- Use of existing buildings which would otherwise remain empty
- 'Meanwhile' uses which could temporarily add to the range of facilities within the area and could reuse empty or underused land and buildings
- Recognition of the need to provide health care facilities in a phased and potentially temporary manner linked to the phasing of the development.

Examples of supportive responses included:

“Use of existing buildings which would otherwise remain empty.”

“Could temporarily add to the range of facilities within the area”

“Recognition of the need to provide health care facilities in a phased and potentially temporary manner linked to the phasing of the development is welcomed.”

Concerns and issues raised by responses included:

- Compatibility with neighbouring uses should be added to the list of criteria in Policy 28. It is essential that any temporary uses do not prejudice the continuous operation of existing businesses and operations.
- Design considerations should take into account that provision is likely to be prefabricated and only on site for a limited period while permanent facilities are developed.

- Need to ensure sites granted permission for ‘meanwhile uses’ should support the vision in terms of sustainable transport with high-quality cycling and walking access and safe, secure cycle parking.
- Concern that new facilities must be available from day one of occupation together with transport links
- Ensure that uses are flexible leaving spaces for the residents themselves to determine the nature of “the right mix of activity”.
- Care should be taken to maintain high-quality walking and cycling access throughout the different periods of construction, including to any ‘meanwhile projects’ on the site or in surrounding communities.
- Need to consider ways to provide affordable leases to smaller, local businesses.

Examples of representative comments included:

“Requested that compatibility with neighbouring uses is added to the list of criteria”.

“Take into account that provision is likely to be pre-fabricated and only on site for a limited period”.

“Local, independent traders will bring local knowledge, commitment to the community and higher quality, bespoke service, as well as a commitment to sustainability, biodiversity and accessibility that larger organisations simply cannot”.

### **How your comments have been taken into account**

Meanwhile uses in North East Cambridge will be phased over a number of years with temporary planning permissions being used to create a vibrant and attractive place for new and existing residents from surrounding areas whilst development is ongoing. The policy ensures that meanwhile uses granted permission will complement surrounding uses and will be coordinated appropriately. Policy 23: Comprehensive and Coordinated Development also considers how early residents will be supported through community development.

Policy 28 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.

### **Summary of changes to the policy**

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.

## **Policy 29: Employment and training**

### **What you told us previously at Issues and Options (2019)**

- You commented that development should create employment opportunities for local residents in and around the area.
- You commented that the development process should be seen as an opportunity to encourage education and training in conjunction with local academies and colleges. This could include apprenticeships, work experience placements and employment opportunities for students attending these establishments.

### **How your comments were taken into account**

- This policy evidences the need and requirement to provide employment and training opportunities for local residents as part of the development, construction, and end-use phases of the Area Action Plan's delivery.
- Cambridge Regional College is now located within the Area Action Plan area, establishing the link between development, innovation, industry, and education.

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- Concern for the quality, availability, and inclusivity of employment/training opportunities e.g., need to include those living locally, existing Gypsy and Traveller communities, living wage, young people, unskilled workers etc.
- Concern for ensuring opportunities locally rather than those commuting
- Support for provision and contribution from developers for a range of employment, skills, and training initiatives e.g., at CRC (included through Section 106 Agreements) throughout and after delivery of the development
- Not enough Skills & Training opportunities for particular employment sectors e.g., construction
- Concern for consideration of Covid-19 regarding employment opportunities e.g., Working from home.

Comments, including those which were neutral or disagreed with the question, mostly agreed with the overarching aims and principles expressed in Policy 29. There was clear evidence that respondents understood the need for employment and training opportunities in the area even if they did not agree with how the draft Plan proposed this should be provided. Comments supported the provision of opportunities by developers throughout the development process, however, some

comments were concerned that the types and amount of training and opportunities was not enough.

Comments expressed support for:

- The potential of the AAP to deliver the vision of inclusive opportunities.
- Training and initiatives through Cambridge Regional College and other schemes.
- An agreed approach and targets for skills, training, and employment.
- The ambition to provide a range of employment opportunities.

Examples of supportive responses included:

“It is fantastic to see a vision for Cambridge which is driven by inclusivity and the environment. Done right, this can be a transformative project which delivers on the aims outlined... I would like to see more thought going into what you mean by inclusivity- how will specific groups be included? I would also like you to dwell more closely on the quality of the 'jobs' and 'services' on offer. How will you ensure that the jobs offered locally (e.g. in the coffee shops, supermarkets and restaurants and cleaning those businesses) will pay at least the Local Living Wage and enable employees to live locally rather than commute from cheaper areas e.g. King's Hedges”?

“I'd like to see the arts hub by CRC connecting young people and providing opportunities for them”.

“We would like this to change things so that the local community feels empowered by having opportunities in the science park. If an educational and enterprise-ship programme could be developed this would really create a positive impact to the hopes, expectations and aspirations in our community. In terms of education the employers should work closely with local schools, colleges and vocational institutions, such as CRC, to engage local young people and provide joint education, apprenticeships and career paths”.

“Targeted focus on construction upskilling would be useful as there no agreed targets for skills training is in place”.

“The ambition set out in the Draft AAP to increase opportunities for training and employment by developers contributing to a range of employment, skills and training initiatives is also supported in principle”.

Concerns and issues raised by responses included:

- Will the levels of employment actually be accommodated on the site?
- Where will the jobs originate from and how will they be managed during the build and after?
- Ensuring that reasonable targets are set throughout development stages.

Examples of representative comments included:

“I can't see how accommodating that number of jobs and residential accommodation in such a small area with limited transport links to Cambridge will work”.

“NECAAP claims 20,000 jobs will be created. Where are these jobs precisely? Given that the 8,000 dwellings will provide homes for 18,000 residents, at least 2,000 of these jobs will be outside the area. This means that people will travel to NECAAP from other areas in the region or country”.

“The number of local people, particularly young people, who work on the science park in professional roles is virtually nil. This reflects the fact that local education and support is not empowering the local community to benefit from the local jobs”.

“Plans for North East Cambridge should reflect that it is a key employment site for the City, with significant scope for employment creation in high-value knowledge intensive industries, and therefore should contain ambitions for higher levels of employment than have currently been identified”.

“I have thought for some time that most of the good jobs in Cambridge go to people from outside the city including those who move home. While this is good up to a point, it fails to address speciality skills shortages. I feel we are in danger of becoming two Cambridge's at either end of the social ladder. We need jobs for all”.

“It is not clear though in the current draft how “access to new job opportunities, including an agreed target, created during the construction stage of development, will be secured through a Section 106 agreement” particularly in terms of how targets will be fairly and reasonably related in scale and kind to the development”.

### **How your comments have been taken into account**

North East Cambridge provides an important role in creating a balance of homes and jobs as part of the Greater Cambridge economy. The NEC AAP recognises that there is sufficient demand for employment floorspace, evidenced in the Employment Land Review. The NEC AAP also identifies the opportunity to create meaningful employment and training opportunities, throughout the delivery and operational phases of the development. Policy 23: Comprehensive and Coordinated Development and Policy 27: Planning Contributions will ensure that a develop a balanced, mixed, and sustainable community is facilitated as well as supporting a number of the strategic objectives of the AAP.

The importance of providing inclusive employment opportunities has been highlighted in comments received. Amendments to the policy have been made, to



provide greater clarity regarding the requirements on developers, and the employment opportunities that should be delivered.

### **Summary of changes to the policy**

Amendments to improve the effectiveness of the policy, including:

Requirement for development proposed over 1000m<sup>2</sup> commercial floorspace or 20 dwellings now requiring Employment and Skills Plan (ESP);

Additional specific requirements that the ESP must address;

Clarification that the ESP will be implemented through a section 106 agreement.

### **Policy 30: Digital infrastructure and open innovation**

#### **What you told us previously at Issues and Options (2019)**

There were a range of comments regarding the use of smart technologies on site. It was highlighted that development construction should ensure high quality buildings, that smart initiatives could be used to reduce any impact on the highway network, and how the Area Action Plan can help futureproof buildings and infrastructure.

You mentioned that the link between the existing and future innovation sector in this area should integrate high quality technologies within new homes and supporting ancillary uses as well as collaborate with local businesses and educational institutions. These should help the form and fabric of construction, building services, and also establish sustainable energy generation and supply.

You commented on the interplay between the highway network and technology, highlighting the potential importance of smart technology to help achieve the trip budget.

An innovative centralised refuse collection was mentioned to help to reduce demand of service trips.

You suggested that deliveries should be consolidated given the growth of online shopping. Comments mentioned that this should be based on understanding the needs of residents and businesses and could be facilitated by a rail freight terminal accessed on Cowley Road that could become a trans-shipment hub appropriate given proximity to A14. You also suggested that cycling logistic firms could make last-mile deliveries within the site and wider area using cargo bikes and assigned delivery parking outside of peak hours.

You mentioned that real time information and integrated ticketing would be important to improve the lives of transport users. Comments mentioned that users should have excellent access to and between different transport modes and that these are technologically integrated.

You mentioned future proofing for new technology – for example, the Milton Road vehicular access to Cambridge Science Park was mentioned as having the potential for hosting more progressive transport technology.

You commented that routes should be protected for emerging light rail - or other technology - networks. The Guided Busway corridor was seen as having the potential for early delivery of a rapid transport, autonomous vehicle shuttle between Cambridge North Station, Cambridge Science Park and Cambridge Regional College.

There was some concern about adaptability of infrastructure over time.

Comments mentioned designing in the possibility for repurposing of buildings and other infrastructure such as car barns and other buildings as circumstances change over time.

You mentioned that the Area Action Plan should allow for innovative solutions as technological advances come forward, rather than be absolute and restrictive.

### **How your comments were taken into account**

The policy reflects the key comments and options that have been proposed. The policy seeks to establish high quality smart infrastructure that can support the delivery of development across North East Cambridge.

Buildings are expected to be high quality and adaptable to enable future proofing.

In establishing potential for the capturing of open data the councils will support flexible innovation that can adapt over time; this could apply to services such as transport as well as monitoring environmental performance.

The Area Action Plan will aim to ensure that relevant data can be captured to help improve services such as deliveries and integrated ticketing to improve public transport usage.

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- Digital infrastructure provision
- Retention of digital economy jobs in North East Cambridge.
- Technology in the public realm
- Future mobility assisting sustainable travel options

Only two comments for Questions 1-11 alluded to digital infrastructure provision.

There were only two direct responses to Policy 30.

Comments expressed support for:

- North East Cambridge should be at the centre of new digital infrastructure and open innovation.
- The use of technology in the public realm.

Examples of supportive responses included:

“Policy supported – particularly the application of technology in the public realm, data collection and management and ‘future mobility’ including assisting sustainable travel choices in the round.”

“North East Cambridge should be at the centre of new digital infrastructure and open innovation”.

“As set out in the ‘What you told us previously’, it is important that the Area Action Plan allows for innovative solutions as technological advances come forward, rather than being absolute and inadvertently restrictive”.

Concerns and issues raised by responses included:

- Concern about the viability of development given the level of infrastructure development.

Examples of representative comments included:

- Excellent for work and growth in the science sectors but should include some creative/digital areas
- The National Planning Policy Framework says that plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure).

### **How your comments have been taken into account**

The emerging Area Action Plan acknowledges the support for its current approach will continue to integrate new digital infrastructure and open innovation into its development to meet wellbeing, environmental and economic objectives.

The policy has been amended to ensure that the North East Cambridge should be at the centre of new digital infrastructure and open innovation.

### **Summary of changes to the policy**

Amendments to make the policy more effective including:

Requirement for early engagement with mobile network operators, support for small cell mobile technology, and inclusion of smart technology for waste management;

Deletion of text regarding off grid energy and cooling (as these issues are addressed by other policies).

### **Trajectories / Phasing**

### **What you told us about the Draft NEC AAP (2020)**

Some of the main issues raised during the consultation on the draft plan included:

- More development can be delivered on-site within the Plan period than identified in the draft AAP
- Office development should reflect recent Use Class changes
- The provision of a secondary school on site should be delivered earlier than set out in the draft AAP
- There should be a comprehensive approach to the redevelopment of sites to ensure existing and proposed uses are compatible

Most comments agreed that there should be a comprehensive approach to phasing to ensure that new and existing uses are compatible with each other, particularly around industrial uses.

Comments expressed support for:

- A comprehensive phasing plan

Examples of supportive responses included:

- “The comprehensive approach towards development and regeneration at North East Cambridge is broadly supported. However, a comprehensive approach must include the following: appropriate phasing of redevelopment sites to ensure that proposed uses are compatible with existing business operations on adjacent sites and in close proximity, including the existing waste recycling transfer facility off Cowley Road; ‘meanwhile’ uses that are appropriate and compatible with existing business operations on adjacent sites; and, the successful relocation of the existing waste recycling transfer facility to a suitable alternative site within close proximity of Cambridge.”

Concerns and issues raised by responses included:

- The proposed secondary school would be delivered too late
- New employment opportunities will be delivered before homes
- More office floorspace can be delivered on specific sites than what is set out in the draft AAP

Examples of representative comments included:

- “The capacity analysis previously provided to the Councils and included as part of applications 20/03523/FUL (South Cambs) and 20/03524/FUL (Cambridge City) demonstrates that some 50,000m<sup>2</sup> of additional commercial floorspace can be satisfactorily accommodated on the Park;”
- “In the programme at the end of the Draft AAP shows the secondary school being opened in the period 2035-2040. This is at a too late a stage in development to provide the Council with the requisite flexibility to plan and deliver sufficient places.”
- “I’m appalled to see (in 8.9 Trajectories) that no homes will be built until 2025 whereas business development sees its most vigorous growth immediately in the 2020 to 2025 five-year period. For housing the most vigorous growth isn’t until 2030-35. The need in Cambridge is for homes before offices.”

## How your comments have been taken into account

The Council's have undertaken further work on the NEC AAP Spatial Framework and the development capacity testing of the site to reflect the need to provide more informal open space and children's play space on-site and to create a more balanced mix between homes and jobs across the AAP area. Therefore whilst the AAP area may be able to accommodate some further development on top of what is set out in the Area Action Plan, it is important that the AAP creates a balance mix of homes, jobs, open spaces and supporting services and infrastructure to create a high quality place which delivers on the vision for the area.

The Council's have also undertaken a Commercial Advice and Relocation Strategy to further understand the industrial relocation requirements and how these could be both phased and delivered.

Further engagement with the various landowners across the AAP area as well as evidence in the Housing Delivery Study has resulted in changes to the housing trajectory for the AAP which now reflects recent and historic housing delivery in Greater Cambridge.

## Summary of changes to the policy

The housing trajectory has been updated to show that around 3,900 homes are anticipated to be delivered within the Plan period (up to 2041).

The commercial and industrial trajectories have been removed from the Area Action Plan due to uncertainties with annual delivery rates.

## Schedule of representation reference IDs and the policies they relate to

The table below provides an index of all the responses received to the Draft North East Cambridge Area Action Plan in numerical order of representation ID and identifies the specific policy or policies that the responses relate to. Where a response only stated agree, disagree, etc. or made a comment which was not attributable to a particular policy or section of the AAP, then these responses will not be found in the table below. Nevertheless all responses have been reviewed and considered as part of informing the Proposed Submission AAP.

Note: each individual should have been notified of their representation ID number(s) via an automatically generated acknowledgement email sent from the Councils' consultation system. Alternatively, individuals can log onto the Council's online consultation system <https://oc2.greatercambridgeplanning.org/document/213> to view their original responses.

Rep ID	Policy reference
51724	Policy 12a, Policy 12b, Policy 29
51725	Policy 16, Policy 17, Policy 19

<b>Rep ID</b>	<b>Policy reference</b>
51726	Policy 10c, Policy 15, Policy 14
51727	Policy 1, Policy 12a, Policy 12b, Policy 13a, Policy 13b, Policy 14, Policy 15
51728	Policy 14, Policy 21, Policy 16, Policy 27, Policy 12a, Policy 23, Policy 28
51729	Policy 17, Policy 14
51730	Policy 17
51731	Policy 8, Policy 16, Policy 7
51732	Policy 10c, Policy 15, Policy 14
51733	Policy 16, Policy 19
51734	Policy 1, Policy 12a, Policy 12b, Policy 13a, Policy 16, Policy 17, Policy 22
51735	Policy 14, Policy 10a
51736	Policy 25
51738	Policy 6a, Policy 7, Policy 21
51739	Policy 8, Policy 16
51745	Policy 14
51748	Policy 22
51749	Policy 14
51751	Policy 9, Policy 13a
51754	Policy 9
51755	Policy 22
51756	Policy 2
51757	Policy 4a, Policy 4b, Policy 5, Policy 16, Policy 17, Policy 22, Policy 25
51759	Policy 16, Policy 17, Policy 19, Policy 21, Policy 22
51760	Policy 16
51761	Policy 22
51762	Policy 13a
51763	Policy 17
51764	Policy 17
51765	Policy 8, Policy 16
51766	Policy 13a
51767	Policy 10a, Policy 6b, Policy 14, Policy 15, Policy 10e, Policy 10d, Policy 10c
51768	Policy 9
51769	Policy 8, Policy 16
51770	Policy 10c
51771	Policy 16
51772	Policy 14
51773	Policy 16
51775	Policy 13a
51776	Policy 8
51777	Policy 23, Policy 5, Policy 2

<b>Rep ID</b>	<b>Policy reference</b>
51778	Policy 14, Policy 13b, Policy 16, Policy 17
51779	Policy 14
51780	Policy 9
51781	Policy 21, Policy 22
51784	Policy 22
51786	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c, Policy 5
51787	Policy 7
51788	Policy 10a
51789	Policy 9
51791	Policy 9, Policy 11
51792	Policy 9, Policy 6a
51793	Policy 8, Policy 9
51794	Policy 4a, Policy 4b
51795	Policy 22
51796	Policy 4a, Policy 4b, Policy 4c
51797	Policy 13b
51798	Policy 16, Policy 13a
51799	Policy 8
51800	Vision/objectives
51816	Policy 14
51817	Policy 10a, Policy 14, Policy 15, Policy 30
51818	Policy 14, Policy 8
51826	Policy 26
51827	Policy 22
51830	Policy 4a, Policy 4b, Policy 4c, Policy 5, Policy 25
51832	Policy 19
51833	Policy 8, Policy 21
51843	Policy 4a, Policy 4b, Policy 16
51844	Policy 1
51845	Policy 12a, Policy 23, Policy 26
51846	Policy 3, Policy 4a, Policy 4b, Policy 4c
51847	Policy 4b
51848	Policy 4c
51850	Policy 14, Policy 15
51851	Policy 16
51852	Policy 13a, Policy 13b
51853	Policy 8, Policy 14
51854	Policy 10a
51855	Policy 19, Policy 17
51856	Policy 16, Policy 17
51857	Policy 1, Policy 10c, Policy 13a, Policy 16, Policy 17, Policy 22
51859	Policy 9
51860	Policy 5
51861	Policy 22

<b>Rep ID</b>	<b>Policy reference</b>
51862	Policy 2, Policy 3
51863	Policy 22
51864	Policy 17
51866	Policy 17, Policy 23, Policy 12b, Policy 13a
51870	Policy 9, Policy 6a
51871	Policy 9, Policy 2, Policy 22
51873	Policy 1
51874	Policy 14
51875	Policy 9, Policy 25, Policy 13b
51877	Policy 22
51880	Policy 2, Policy 5, Policy 25
51881	Policy 12b
51882	Policy 16, Policy 17
51883	Policy 12a, Policy 12b
51884	Policy 9
51885	Policy 22
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51887	Policy 16, Policy 15
51888	Policy 16, Policy 17, Policy 19
51889	Policy 16, Policy 17
51890	Policy 9, Policy 10d
51891	Policy 22
51892	Policy 16, Policy 17, Policy 22
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51901	Policy 12a, Policy 15, Policy 13a
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51904	Policy 15
51905	Policy 17, Policy 22
51906	Policy 13a, Policy 11, Policy 30
51907	Policy 2
51908	Policy 16, Policy 21
51909	Policy 16, Policy 17, Policy 22
51910	Policy 8, Policy 14
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51912	Policy 14, Policy 8
51913	Policy 9, Policy 13a
51914	Policy 8
51915	Policy 5, Policy 8, Policy 7
51916	Policy 16, Policy 22
51917	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c, Policy 8, Policy 15, Policy 26
51918	Policy 24b



<b>Rep ID</b>	<b>Policy reference</b>
51920	Policy 1, Policy 23
51921	Policy 8, Policy 23, Policy 26
51922	Policy 14
51923	Policy 9, Policy 26
51924	Policy 8
51925	Policy 26, Policy 5
51926	Policy 21, Policy 22
51927	Policy 10e, Policy 23, Policy 26, Policy 25, Policy 26
51928	Policy 16, Policy 21
51931	Policy 9
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51973	Policy 8, Policy 9
51974	Policy 21, Policy 22
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51979	Policy 13b, Policy 27
51980	Policy 1
51981	Policy 6a, Policy 8
51982	Policy 13b

<b>Rep ID</b>	<b>Policy reference</b>
51983	Policy 5, Policy 8
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51991	Policy 16, Policy 21
51992	Policy 9, Policy 6a
51993	Policy 14, Policy 8
51996	Policy 13b, Policy 22
51997	Policy 17
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51999	Policy 9, Policy 11, Policy 13b, Policy 13d
52000	Policy 14, Policy 15
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52006	Policy 13b
52007	Policy 13d
52008	Policy 22
52009	Vision/objectives
52010	Policy 17
52011	Vision/objectives
52012	Policy 17
52014	Policy 22, Policy 13b
52017	Policy 10c, Policy 22
52018	Policy 22
52019	Policy 8, Policy 5
52023	Policy 22
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52033	Policy 16, Policy 17, Policy 21
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52036	Policy 10a
52037	Policy 16, Policy 17
52039	Policy 9, Policy 6a
52040	Policy 8, Policy 14, Policy 9
52043	Policy 2, Policy 3
52044	Policy 9, Policy 6a
52045	Vision/objectives

<b>Rep ID</b>	<b>Policy reference</b>
52046	Policy 15
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52053	Policy 1
52054	Policy 26
52055	Policy 19, Policy 22
52056	Policy 7, Policy 8, Policy 6a, Policy 6b, Policy 9
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52061	Policy 8
52062	Policy 18
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52065	Policy 9
52066	Policy 8
52067	Policy 21
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52090	Policy 6b
52091	Policy 17
52093	Policy 22
52094	Policy 7
52096	Policy 10a, Policy 10e, Policy 17
52097	Policy 13b
52099	Policy 24b, Policy 23, Policy 13b, Policy 30
52100	Policy 9
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52103	Policy 2
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52114	Policy 5
52117	Policy 2, Policy 13b
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52120	Policy 1
52121	Policy 14, Policy 8, Policy 10b

<b>Rep ID</b>	<b>Policy reference</b>
52122	Policy 9, Policy 6a, Policy 2
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52128	Policy 9, Policy 6a, Policy 2
52129	Policy 8
52130	Policy 14, Policy 8, Policy 10b
52131	Policy 14, Policy 8, Policy 10b
52132	Policy 9
52133	Policy 16
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52135	Policy 12a, Policy 12b
52136	Policy 14
52137	Policy 9, Policy 8
52138	Policy 9, Policy 6a
52139	Policy 22
52140	Policy 22
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52143	Policy 14
52144	Policy 8, Policy 9, Policy 11, Policy 12a, Policy 12b
52145	Policy 22
52146	Policy 12b, Policy 13a, Policy 11
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52149	Policy 5
52154	Policy 22
52158	Policy 26, Policy 9, Policy 16, Policy 17, Policy 21, Policy 13b
52160	Policy 1, Policy 6b, Policy 25
52161	Policy 9
52163	Policy 5
52164	Policy 22
52165	Policy 10e, Policy 23, Policy 26, Policy 26
52169	Policy 12a
52176	Policy 16, Policy 22
52177	Policy 17
52178	Policy 10b, Policy 10d, Policy 8
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52180	Policy 14
52181	Policy 9
52182	Policy 8
52183	Policy 5, Policy 8, Policy 2

<b>Rep ID</b>	<b>Policy reference</b>
52184	Policy 20, Policy 22
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52188	Policy 16, Policy 17, Policy 22
52189	Policy 9, Policy 16, Policy 17, Policy 8, Policy, Policy 5, Policy 23, Policy 1
52190	Policy 1, Policy 6b, Policy 13b, Policy 13f, Policy 15
52191	Policy 14, Policy 6b, Policy 15
52192	Policy 9, Policy 8
52193	Policy 8, Policy 5
52194	Policy 5
52195	Policy 22
52196	Policy 22
52198	Policy 10c
52199	Policy 1, Policy 13a, Policy 13b, Policy 12a, Policy 14, Policy 15
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52201	Policy 9, Policy 25
52202	Policy 8, Policy 16
52203	Policy 5, Policy 2
52204	Policy 22
52205	Policy 3
52209	Policy 14
52215	Policy 26, Policy 8, Policy 5
52217	Policy 1, Policy 12a Policy 12b, Policy 15, Policy 13a, Policy 23, Policy 26
52218	Policy 9, Policy 26
52219	Policy 8, Policy 16, Policy 5
52220	Policy 1, Policy 5
52221	Policy 10e, Policy 23, Policy 26
52222	Policy 13b, Policy 26
52224	Policy 15, Policy 8, Policy 23
52225	Policy 23, Policy 26,
52226	Policy 14, Policy 26
52227	Policy 16, Policy 26
52228	Policy 8
52229	Policy 5
52231	Policy 10e, Policy 23, Policy 26
52232	Policy 22, Policy 9, Policy 13f, Policy 8
52233	Policy 16, Policy 17, Policy 22
52234	Vision/objectives
52235	Vision/objectives
52236	Policy 18

<b>Rep ID</b>	<b>Policy reference</b>
52237	Policy 10a
52238	Policy 13a, Policy 13b, Policy 27
52239	Policy 14
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52241	Policy 22
52242	Policy 1, Policy 2
52243	Policy 17, Policy 26
52245	Policy 9, Policy 8
52246	Policy 5
52247	Policy 22
52248	Policy 2, Policy 5, Policy 19
52249	Policy 17, Policy 19
52250	Policy 17, Policy 15, Policy 28
52251	Policy 14, Policy 8
52252	Policy 9, Policy 8
52253	Policy 8, Policy 16
52255	Policy 22
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52257	Policy 16, Policy 17, Policy 19, Policy 21, Policy 22
52258	Policy 14, Policy 15, Policy 16, Policy 17
52259	Policy 1, Policy 9, Policy 10c, Policy 11, Policy 12a
52260	Policy 14, Policy 17, Policy 19, Policy 15
52261	Policy 9, Policy 8, Policy 6a
52262	Policy 8, Policy 5, Policy 16, Policy 11, Policy 7, Policy 6a
52263	Policy 5, Policy 10c, Policy 8, Policy 17
52264	Policy 22, Policy 19, Policy 9
52265	Policy 22
52266	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c, Policy 5, Policy 22
52267	Policy 5, Policy 10c, Policy 8, Policy 17
52273	Policy 9, Policy 6a, Policy 8
52274	Policy 29, Policy 12b, Policy 13a
52275	Policy 22
52276	Policy 8
52278	Policy 15
52279	Policy 1
52280	Policy 14, Policy 28
52282	Policy 9, Policy 19, Policy 21
52284	Policy 5, Policy 27
52285	Policy 22
52286	Policy 27
52287	Policy 3
52288	Policy 18, Policy 21
52289	Policy 8, Policy 5

<b>Rep ID</b>	<b>Policy reference</b>
52290	Policy 8
52291	Policy 8, Policy 9
52292	Policy 17
52293	Policy 29, Policy 12b, Policy 13a, Policy 9
52294	Policy 14, Policy 8
52295	Policy 8
52296	Policy 15, Policy 14, Policy 8
52297	Policy 16, Policy 17
52298	Policy 14
52300	Policy 14
52302	Policy 8
52303	Policy 8, Policy 5
52304	Policy 19
52305	Policy 2
52307	Policy 22
52308	Policy 19, Policy 21, Policy 22, Policy 30
52310	Policy 1, Policy 16, Policy 17, Policy 22
52312	Policy 9
52313	Policy 8
52315	Policy 16, Policy 22, Policy 30
52318	Policy 16, Policy 22, Policy 30
52320	Policy 8
52321	Policy 9
52323	Policy 1, Policy 16, Policy 17, Policy 22
52324	Policy 19, Policy 21, Policy 22, Policy 30
52326	Policy 22
52329	Policy 26
52330	Policy 16, Policy 27
52331	Policy 17, Policy 21
52332	Policy 16, Policy 17
52333	Policy 15
52336	Policy 8
52338	Policy 22
52339	Policy 22
52359	Policy 14, Policy 15, Policy 23, Policy 24a, Policy 25, Policy 1
52360	Policy 1, Policy 13a, Policy 23, Policy 26
52361	Policy 14, Policy 26
52362	Policy 22, Policy 14, Policy 15, Policy 8
52363	Policy 8, Policy 6a
52364	Policy 5, Policy 26
52365	Policy 22
52366	Policy 2, Policy 22, Policy 10e, Policy 23, Policy 26
52367	Policy 3
52368	Policy 8, Policy 9

<b>Rep ID</b>	<b>Policy reference</b>
52369	Policy 13a, Policy 13b
52371	Policy 8
52372	Policy 14
52373	Policy 16, Policy 17, Policy 22, Policy 25
52375	Policy 8, Policy 1, Policy 5, Policy 14
52376	Policy 5
52377	Policy 16, Policy 17, Policy 22, Policy 25
52378	Policy 8, Policy 16, Policy 21
52379	Policy 15
52380	Policy 8
52383	Policy 10a, Policy 6, Policy 7, Policy 8
52387	Policy 9
52389	Policy 8, Policy 14
52391	Policy 2, Policy 3
52392	Policy 14, Policy 8, Policy 30, Policy 29, Policy 20, Policy 23
52393	Policy 2, Policy 16
52394	Policy 17
52395	Policy 14, Policy 15
52396	Policy 13b, Policy 14
52397	Policy 14, Policy 8
52398	Policy 9, Policy 8
52399	Policy 8, Policy 16
52400	Policy 5
52401	Policy 19, Policy 21, Policy 22
52402	Policy 2, Policy 3
52405	Policy 12a
52406	Policy 14, Policy 8
52421	Policy 5
52426	Policy 13a, Policy 11
52427	Policy 9, Policy 25
52428	Policy 14, Policy 15, Policy 8
52429	Policy 14, Policy 8
52430	Policy 25
52431	Policy 8
52432	Policy 8
52433	Policy 22
52434	Policy 26
52480	Policy 8, Policy 12a
52481	Policy 10e, Policy 12a
52486	Policy 5, Policy 8
52490	Policy 22
52493	Policy 8
52494	Policy 9
52566	Policy 2, Policy 3, Policy 4a



<b>Rep ID</b>	<b>Policy reference</b>
52567	Policy 16, Policy 22
52568	Policy 1, Policy 2, Policy 3, Policy 13a, Policy 25
52570	Policy 1
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52574	Policy 12a, Policy 12b, Policy 15
52575	Policy 14
52576	Policy 9, Policy 6a
52577	Policy 8, Policy 26
52578	Policy 5
52579	Policy 22
52580	Policy 1, Policy 2
52581	Policy 19, Policy 22
52582	Policy 8, Policy 9
52583	Policy 19, Policy 21
52584	Policy 8, Policy 17, Policy 19
52585	Policy 10a
52586	Policy 1, Policy 11, Policy 12a, Policy 12b, Policy 13a, Policy 25
52587	Policy 14, Policy 26
52588	Policy 9, Policy 26, Policy 6a, Policy 8
52589	Policy 8
52590	Policy 5, Policy 8
52591	Policy 22
52592	Policy 3, Policy 9, Policy 11
52593	Vision/objectives
52595	Policy 12b, Policy 13b, Policy 13e, policy 27
52596	Policy 8
52597	Policy 22
52598	Policy 4a, Policy 4b, Policy 4c
52599	Policy 12b
52601	Policy 15
52602	Policy 1, Policy 13b
52604	Policy 9, Policy 6a
52605	Policy 8
52607	Policy 19
52608	Policy 13b, Policy 13d
52609	Policy 11, Policy 14
52610	Policy 17
52611	Policy 10a, Policy 10b, Policy 10d
52612	Policy 2, Policy 11
52613	Policy 14
52614	Policy 11
52615	Policy 7
52616	Policy 22
52617	Policy 11

<b>Rep ID</b>	<b>Policy reference</b>
52618	Policy 13a
52619	Policy 22
52621	Policy 1, Policy 12a, Policy 12b, Policy 13a, Policy 15
52622	Policy 9
52623	Policy 8
52624	Policy 5
52625	Policy 21, Policy 22
52626	Vision/objectives
52628	Policy 15, Policy 11, Policy 6a
52629	Policy 2, Policy 12a, Policy 12b, Policy 13b
52631	Policy 8, Policy 14
52632	Policy 8, Policy 11, Policy 9
52633	Policy 8, Policy 5
52635	Policy 22
52636	Policy 2
52638	Policy 17
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52647	Policy 10a, Policy 14
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52650	Policy 9, Policy 11
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52653	Policy 22
52654	Policy 2
52655	Policy 23
52656	Policy 22, Policy 16
52657	Policy 6, Policy 16, Policy 17,
52659	Policy 17, Policy 22
52660	Policy 22
52661	Policy 14
52662	Policy 8
52663	Policy 6a, Policy 10a, Policy 28, Policy 17, Policy 8
52664	Policy 5, Policy 8
52665	Policy 22
52666	Policy 3
52667	Policy 22
52668	Policy 8, Policy 9, Policy 11
52669	Policy 9, Policy 6a, Policy 11, Policy 8
52670	Policy 8, Policy 16
52671	Policy 16, Policy 17
52672	Policy 2, Policy 21

<b>Rep ID</b>	<b>Policy reference</b>
52674	Policy 13b, Policy 27
52675	Policy 5, Policy 8
52676	Policy 22
52677	Policy 2, Policy 3
52681	Policy 2, Policy 5, Policy 26
52682	Policy 16, Policy 22
52685	Policy 9
52686	Policy 8
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52696	Policy 22
52698	Policy 13a, Policy 22
52700	Policy 9, Policy 22
52701	Policy 8
52702	Policy 1, Policy 23
52703	Policy 22
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52705	Policy 2, Policy 5, Policy 25
52706	Policy 22
52707	Policy 1, Policy 23
52708	Policy 8
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52710	Policy 9, Policy 22
52712	Policy 13a, Policy 22
52714	Policy 22
52715	Policy 9, Policy 8, Policy 17
52716	Policy 13a
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52719	Policy 1
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52728	Policy 8
52729	Policy 10a, Policy 16, Policy 17, Policy 22
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52735	Policy 12a, Policy 12b
52736	Policy 9
52737	Policy 8
52738	Policy 8, Policy 26

<b>Rep ID</b>	<b>Policy reference</b>
52739	Policy 5
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52750	Policy 12a, Policy 12b
52752	Policy 9
52755	Policy 19
52756	Policy 2
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52763	Policy 12a, Policy 12b, Policy 8, Policy 26, Policy 9
52764	Policy 8, Policy 17, Policy 22
52765	Policy 10e, Policy 10a, Policy 8, Policy 14
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52768	Policy 9, Policy 6a
52769	Policy 16, Policy 8, Policy 26
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52777	Policy 10e, Policy 15
52778	Policy 9
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52781	Policy 12a, Policy 13b, Policy 27
52782	Policy 14
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52788	Policy 1, Policy 25
52789	Policy 14
52790	Policy 5
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52794	Policy 22
52795	Policy 20, Policy 22
52796	Policy 1, Policy 2
52797	Policy 16, Policy 19
52807	Policy 1, Policy 23

<b>Rep ID</b>	<b>Policy reference</b>
52808	Policy 9, Policy 12a, Policy 12b
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52819	Policy 17, Policy 10d
52820	Policy 13a
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52823	Policy 22
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52841	Policy 8
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52848	Policy 16
52849	Policy 14
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52852	Policy 8
52853	Policy 9
52854	Policy 8, Policy 6a, Policy 7
52855	Policy 8, Policy 7
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52858	Policy 22
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<b>Rep ID</b>	<b>Policy reference</b>
52860	Policy 5, Policy 8, Policy 9
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52873	Policy 22
52874	Vision/objectives
52875	Policy 16, Policy 17
52876	Policy 9
52877	Policy 13a, Policy 16
52878	Policy 22
52879	Policy 6a, Policy 11
52880	Policy 8
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52893	Policy 16, Policy 17
52894	Policy 10e, Policy 16, Policy 10c
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52897	Policy 11, Policy 21, Policy 8, Policy 9, Policy 6a, Policy 7
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52899	Policy 5, Policy 21
52902	Policy 26
52903	Policy 16, Policy 17, Policy 22
52904	Policy 26, Policy 5, Policy 25, Policy 22, Policy 21
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52906	Policy 9, Policy 11
52907	Policy 14, Policy 8
52908	Policy 9

<b>Rep ID</b>	<b>Policy reference</b>
52909	Policy 22
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52912	Policy 9
52913	Policy 22
52914	Policy 13a
52916	Policy 6a, Policy 7
52917	Policy 16
52918	Vision/objectives
52919	Policy 16, Policy 17
52920	Policy 8
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52922	Policy 16, Policy 17
52923	Policy 10a
52926	Policy 8
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52928	Policy 16, Policy 17
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52931	Policy 9, Policy 6a
52932	Policy 8
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52937	Policy 9, Policy 25
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52939	Policy 10c, Policy 10d
52940	Policy 17
52941	Policy 14
52942	Policy 9, Policy 6a
52943	Policy 2, Policy 11
52944	Policy 8
52945	Policy 5
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52949	Policy 9
52952	Policy 13a
52954	Policy 9
52957	Policy 22
52959	Policy 13a
52960	Policy 14, Policy 8
52962	Policy 9, Policy 6a

<b>Rep ID</b>	<b>Policy reference</b>
52963	Policy 22
52964	Policy 3
52965	Policy 26, Policy 19
52966	Policy 19
52967	Policy 10d, Policy 17, Policy 10a
52968	Policy 9, Policy 23, Policy 26,
52971	Policy 8, Policy 14
52972	Policy 1, Policy 5, Policy 26
52973	Policy 19
52975	Policy 8, Policy 7, Policy 17
52986	Policy 16, Policy 25, Policy 26, Policy 8, Policy 9
52987	Policy 16, Policy 17
52988	Policy 14, Policy 8
52989	Policy 9
52993	Policy 9, Policy 8, Policy 21
52995	Policy 8, Policy 14, Policy 5
52998	Policy 9
52999	Policy 8, Policy 11, Policy 14
53000	Policy 8, Policy 5, Policy 14
53002	Policy 5, Policy 8
53003	Policy 8, Policy 16
53004	Policy 9, Policy 13f, Policy 13b
53005	Policy 5, Policy 26
53006	Policy 8
53007	Policy 8, Policy 5
53008	Policy 26
53010	Policy 19
53011	Policy 15
53012	Policy 1
53013	Policy 9
53015	Policy 5
53016	Policy 22
53017	Policy 3
53018	Policy 16, Policy 17, Policy 23
53019	Policy 14, Policy 10c, Policy 10d, Policy 8
53020	Policy 13a, Policy 12a, Policy 12b
53021	Policy 14, Policy 28
53022	Policy 9, Policy 7, Policy 21, Policy 8
53023	Policy 2, Policy 26, Policy 12a, Policy 12b, Policy 19
53024	Policy 22
53025	Policy 1, Policy 15
53026	Policy 12a, Policy 12b
53027	Policy 9, Policy 6a
53028	Policy 8, Policy 26



<b>Rep ID</b>	<b>Policy reference</b>
53029	Policy 14
53030	Policy 22
53031	Policy 2, Policy 16, Policy 17, Policy 18, Policy 20, Policy 22
53034	Policy 2, Policy 22, Policy 8, Policy 5
53036	Policy 22
53037	Policy 5
53038	Policy 2, Policy 5, Policy 10e, Policy 23, Policy 26
53039	Policy 14
53040	Policy 5
53041	Policy 22
53042	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c, Policy 22
53043	Policy 8, Policy 13a
53045	Policy 8, Policy 14
53047	Policy 14
53048	Policy 9
53051	Policy 8
53052	Policy 3
53054	Policy 22
53055	Policy 19, Policy 21, Policy 22, Policy 23
53056	Policy 16, Policy 17
53057	Policy 9
53058	Policy 8, Policy 5
53059	Policy 22
53060	Policy 2, Policy 11, Policy 27
53061	Policy 13a, Policy 13f, Policy 11, Policy 8
53063	Policy 10a, Policy 13a
53064	Policy 12b, Policy 15
53065	Policy 14
53066	Policy 9, Policy 13a
53068	Policy 8, Policy 11, Policy 5
53069	Policy 22
53070	Policy 9
53071	Policy 23
53072	Policy 16
53073	Policy 7, Policy 8, Policy 16, Policy 14
53074	Policy 8
53075	Policy 8, Policy 14
53076	Policy 16
53078	Policy 14, Policy 15
53080	Policy 8, Policy 14, Policy 15
53082	Policy 14
53084	Policy 8
53085	Policy 5
53086	Policy 22

<b>Rep ID</b>	<b>Policy reference</b>
53087	Policy 26
53088	Policy 3
53090	Policy 23, Policy 8, Policy 5
53092	Policy 8, Policy 25
53093	Policy 9
53094	Policy 8, Policy 14
53097	Policy 22
53098	Policy 2, Policy 14
53102	Policy 8, Policy 16
53103	Policy 9
53104	Policy 8
53105	Policy 8, Policy 9
53106	Policy 8, Policy 9
53107	Policy 8, Policy 14
53108	Policy 22
53109	Policy 22
53110	Vision/objectives
53112	Policy 19, Policy 21, Policy 22, Policy 23
53113	Policy 16, Policy 17, Policy 22
53114	Policy 10a, Policy 10c, Policy 10d, Policy 16, Policy 22, Policy 17, Policy 8, Policy 14, Policy 15
53115	Policy 7, Policy 8, Policy 16, Policy 5
53116	Policy 9, Policy 21, Policy 8, Policy 7
53117	Policy 21, Policy 14, Policy 16, Policy 28
53118	Policy 1, Policy 16, Policy 22
53119	Policy 5, Policy 27
53120	Policy 22, Policy 23
53121	Policy 2, Policy 3, Policy 16, Policy 17, Policy 18, Policy 22
53124	Policy 14, Policy 15, Policy 8, Policy 26, Policy 9, Policy 29, Policy 12a, Policy 12b, Policy 10c
53125	Policy 8, Policy 9
53126	Policy 22
53127	Policy 1, Policy 22, Policy 10e, Policy 23, Policy 26
53128	Policy 6a, Policy 26
53129	Policy 22
53131	Policy 1
53132	Policy 14
53133	Policy 9
53134	Policy 8
53135	Policy 5
53136	Policy 22
53137	Policy 3
53138	Policy 8
53139	Policy 16, Policy 17, Policy 22

<b>Rep ID</b>	<b>Policy reference</b>
53140	Policy 5
53143	Policy 14, Policy 6b
53144	Policy 16, Policy 17
53145	Policy 12a, Policy 8, Policy 13f, Policy 12a, Policy 9
53146	Policy 22
53147	Policy 1, Policy 16, Policy 17
53148	Policy 13a, Policy 11
53149	Policy 14
53150	Policy 9, Policy 11, Policy 13a
53151	Policy 8
53152	Policy 5
53153	Policy 3, Policy 5
53154	Policy 18, Policy 16, Policy 17
53155	Policy 8
53156	Policy 16, Policy 22, Policy 30
53157	Policy 16, Policy 17
53158	Policy 8, Policy 14, Policy 18, Policy 22
53159	Policy 16
53160	Policy 14, Policy 21
53161	Vision/objectives
53162	Policy 16, Policy 17
53163	Policy 9, Policy 16, Policy 17
53164	Policy 10a, Policy 1, Policy 14
53165	Policy 8, Policy 25
53166	Policy 22
53167	Policy 1, Policy 9, Policy 11, Policy 22
53168	Policy 14
53169	Policy 16, Policy 22
53170	Policy 9
53171	Policy 8, Policy 9
53172	Policy 2, Policy 3, Policy 5, Policy 7, Policy 9
53173	Policy 5
53174	Policy 22
53175	Policy 2
53176	Policy 9, Policy 12a, Policy 11
53177	Policy 16, Policy 17, Policy 18, Policy 19, Policy 21, Policy 22
53178	Policy 1, Policy 10a, Policy 12a
53179	Policy 9, Policy 11, Policy 13a
53180	Policy 14, Policy 15
53181	Policy 9, Policy 6b
53182	Policy 8, Policy 26
53183	Policy 5, Policy 7, Policy 2
53184	Policy 3, Policy 5, Policy 11, Policy 10e, Policy 23, Policy 26
53185	Policy 17, Policy 19

<b>Rep ID</b>	<b>Policy reference</b>
53186	Vision/objectives
53189	Policy 9
53190	Policy 16
53191	Policy 1
53192	Policy 22
53193	Policy 5
53194	Policy 8
53195	Policy 13a
53197	Policy 13a, Policy 22
53198	Vision/objectives
53199	Policy 9
53200	Policy 10a, Policy 6a, Policy 6b, Policy 7, Policy 8, Policy 14, Policy 15
53201	Policy 8, Policy 16
53203	Policy 16
53204	Policy 14
53205	Policy 8, Policy 23, Policy 9, Policy 16
53206	SA
53208	Policy 22
53209	Policy 14
53210	Policy 9
53211	Policy 8
53213	Policy 22
53216	Policy 13b
53219	Policy 10a, Policy 10e, Policy 8, Policy 16, Policy 10c, Policy 14
53221	Policy 7
53223	Policy 9, Policy 6a, Policy 7, Policy 8, Policy 16
53224	Policy 5, Policy 16
53227	Policy 10e, Policy 10a, Policy 23, Policy 24, Policy 16
53228	Policy 1, Policy 9
53229	Policy 8, Policy 2, Policy 15, Policy 5
53230	Policy 21
53231	Policy 22
53232	Policy 5
53233	Policy 8
53234	Policy 9
53235	Policy 14
53236	Policy 22
53237	Policy 16, Policy 17
53238	Policy 10c, Policy 14
53239	Policy 12a, Policy 17, Policy 22, Policy 1
53240	Policy 16, Policy 17
53241	Policy 13a, Policy 8
53242	Policy 16, Policy 17

<b>Rep ID</b>	<b>Policy reference</b>
53243	Policy 5
53244	Policy 3, Policy 4c
53245	Policy 16, Policy 17
53246	Policy 16, Policy 17
53248	Policy 8, Policy 14, Policy 16
53249	Policy 9
53250	Policy 1
53252	Policy 9, Policy 19, Policy 8, Policy 5
53254	Policy 9, Policy 7, Policy 4c, Policy 4a
53255	Policy 8, Policy 16, Policy 5
53256	Policy 5, Policy 8, Policy 2
53257	Policy 4a, Policy 4b, Policy 4c
53258	Policy 14
53260	Policy 14
53263	Policy 21, Policy 8, Policy 14
53264	Policy 14, Policy 27, Policy 23
53270	Policy 1, Policy 16, Policy 27
53271	Policy 1
53273	Policy 10b
53274	Policy 21
53275	Policy 16, Policy 17
53276	Policy 14
53277	Policy 14, Policy 23
53278	Policy 15
53279	Policy 10c, Policy 8, Policy 14
53280	Policy 27
53281	Policy 1, Policy 22
53282	Policy 28
53283	Policy 14, Policy 28
53285	Policy 8
53287	Policy 22
53289	Policy 21, Policy 16, Policy 17
53290	Policy 1, Policy 2
53291	Policy 14
53292	Policy 17
53293	Policy 17
53294	Policy 19
53295	Policy 21, Policy 22, Policy 16, Policy 17
53296	Policy 16
53297	Policy 21, Policy 8
53298	Policy 21, Policy 16, Policy 5
53299	Policy 5, Policy 16, Policy 17, Policy 22
53300	Policy 8
53301	Policy 9

<b>Rep ID</b>	<b>Policy reference</b>
53302	Policy 16, Policy 17
53303	Policy 16, Policy 17
53304	Policy 14, Policy 10a
53305	Policy 22, Policy 25
53306	Policy 14, Policy 28
53307	Policy 9
53308	Policy 9
53309	Policy 8, Policy 14
53310	Policy 16
53311	Policy 5
53312	Policy 22
53313	Policy 2, Policy 22
53314	Policy 9
53315	Policy 16, Policy 17, Policy 22
53316	Policy 10a, Policy 6a
53317	Policy 5
53318	Policy 8, Policy 22, Policy 14
53319	Policy 9, Policy 11, Policy 23, Policy 26,
53321	Policy 22
53322	Policy 2
53323	Policy 9, Policy 13a, Policy 8
53324	Policy 16, Policy 19
53326	Policy 10c, Policy 15, Policy 14
53327	Policy 1, Policy 13a, Policy 22
53329	Policy 8, Policy 14
53330	Policy 9
53331	Policy 8
53332	Policy 5, Policy 4c
53333	Policy 22
53335	Policy 2, Policy 10e, Policy 23, Policy 26
53336	Policy 22
53337	Policy 5
53338	Policy 9, Policy 8
53339	Policy 14, Policy 28
53340	Policy 12a, Policy 12b, Policy 13a
53341	Policy 10c, Policy 8
53342	Policy 16, Policy 17
53343	Policy 13a, Policy 6a, Policy 9, Policy 16
53344	Policy 8
53345	Policy 22
53346	Policy 21
53347	Policy 15, Policy 14, Policy 28, Policy 2
53348	Policy 22
53349	Policy 8

<b>Rep ID</b>	<b>Policy reference</b>
53350	Policy 5, Policy 22, Policy 8
53351	Policy 22, Policy 5
53352	Policy 1, Policy 22
53353	Policy 3
53354	Policy 23
53375	Policy 9, Policy 13a, Policy 8, Policy 12a, Policy 12b, Policy 10c, Policy 29, Policy 16, Policy 21, Policy 22
53376	Policy 16, Policy 17, Policy 19, Policy 20, Policy 21, Policy 22
53377	Policy 10a, Policy 14, Policy 8, Policy 15
53378	Policy 9, Policy 12a, Policy 12b
53379	Policy 14, Policy 8
53380	Policy 9
53382	Policy 26, Policy 5
53384	Policy 3, Policy 16
53385	Policy 8
53386	Policy 16, Policy 19
53387	Policy 8
53388	Policy 8
53389	Policy 7, Policy 8
53390	Policy 2, Policy 3
53393	Policy 5
53395	Policy 8, Policy 10e, Policy 5
53396	Policy 12a, Policy 12b, Policy 8, Policy 26, Policy 9
53401	Policy 9, Policy 23, Policy 10e
53402	Policy 12a, Policy 13a, Policy 9, Policy 8
53405	Policy 2, Policy 10e, Policy 23, Policy 26
53406	Policy 22
53407	Policy 16, Policy 17
53408	Policy 1
53409	Policy 2
53411	Policy 2, Policy 22
53412	Policy 5, Policy 27
53413	Policy 5
53414	Policy 8, Policy 17
53415	Policy 10c
53416	Policy 21, Policy 8, Policy 7
53417	Policy 14, Policy 28
53418	Policy 6b, Policy 13a, Policy 22
53419	Policy 10a, Policy 10c, Policy 10e
53420	Policy 16, Policy 17
53421	Policy 21, Policy 23
53422	Policy 6a
53423	Policy 6b
53424	Policy 8

<b>Rep ID</b>	<b>Policy reference</b>
53425	Policy 9
53426	Policy 13a, Policy 11
53427	Policy 10a
53428	Policy 10e
53429	Policy 12a
53430	Policy 13a
53431	Policy 14
53432	Policy 16
53433	Policy 23
53434	Policy 1, Policy 11, Policy 12a, Policy 12b
53435	Policy 1, 25, Policy 8
53436	Policy 2, Policy 4a, Policy 4b, Policy 4c, Policy 11, Policy 16, Policy 17, Policy 18, Policy 22
53438	Policy 14, Policy 8, Policy 21, Policy 23
53439	Policy 16, Policy 17, Policy 22
53440	Policy 16, Policy 17, Policy 15, Policy 10c, policy 10d, Policy 23
53441	Policy 6b, Policy 17, Policy 22
53442	Policy 14, Policy 21, Policy 16
53443	Policy 9, Policy 21, Policy 8, Policy 7
53444	Policy 16, Policy 7, Policy 8
53445	Policy 5
53447	Policy 16, Policy 17
53449	Policy 12a, Policy 12b
53450	Policy 14
53451	Policy 12a, Policy 12b, Policy 8, Policy 26, Policy 9
53452	Policy 9
53453	Policy 16
53454	Policy 8
53455	Policy 10e, Policy 10c, Policy 14, Policy 15
53456	Policy 5
53457	Policy 12a, Policy 13d, Policy 15, Policy 22
53458	Policy 22
53459	Policy 14, Policy 17
53460	Policy 9, Policy 23, Policy 10e
53461	Policy 4a, Policy 4b, Policy 4c
53462	Policy 8, Policy 9, Policy 11, Policy 26
53463	Policy 5, Policy 26, Policy 10a
53464	Policy 22
53465	Policy 2, Policy 10e, Policy 23, Policy 26, Policy 4a, Policy 4b, Policy 4c, Policy 3, Policy 5
53466	Policy 1
53467	Policy 2
53468	Policy 3, Policy 10e, Policy 23, Policy 26
53469	Policy 5



<b>Rep ID</b>	<b>Policy reference</b>
53470	Policy 6a
53471	Policy 6b
53472	Policy 14, Policy 22
53473	Policy 22
53474	Policy 7
53475	Policy 8, Policy 14
53476	Policy 8
53477	Policy 9
53478	Policy 1, Policy 17
53479	Policy 10a
53480	Policy 14
53481	Policy 10e
53482	Policy 11
53483	Policy 9
53484	Policy 9
53485	Policy 16, Policy 17
53486	Policy 12a
53487	Policy 13a
53488	Policy 9
53489	Policy 11, Policy 8, Policy 5
53491	Policy 22
53492	Policy 2, Policy 4a, Policy 4b, Policy 4c, Policy 5
53495	Policy 28
53498	Policy 9
53499	Policy 17, Policy 5, Policy 7, Policy 14, Policy 8
53501	Policy 22
53502	Policy 2, Policy 5, Policy 8, Policy 9
53503	Policy 8, Policy 9
53507	Policy 22
53508	Policy 8
53510	Policy 17, Policy 4b
53511	Policy 22
53512	Policy 2
53513	Policy 10e, Policy 23, Policy 26
53514	Policy 13, Policy 19
53515	Policy 16
53516	Policy 14
53517	Policy 15, Policy 14
53519	Policy 7, Policy 13a
53522	Policy 22
53524	Policy 9
53525	Policy 11, Policy 13a, Policy 9
53526	Policy 16
53527	Policy 1, Policy 12a, Policy 12b, Policy 15

<b>Rep ID</b>	<b>Policy reference</b>
53528	Policy 8, Policy 17
53529	Policy 1, Policy 15
53530	Policy 9, Policy 12a, Policy 12b
53531	Policy 14
53532	Policy 9, Policy 11
53533	Policy 8, Policy 9, Policy 5
53534	Policy 9, Policy 5
53535	Policy 1, Policy 22
53536	Policy 9, Policy 8, Policy 14, Policy 22
53537	Policy 27
53539	Policy 9, Policy 8, Policy 13b
53541	Policy 22
53542	Policy 9, Policy 17, Policy 20, Policy 22
53543	Policy 9, Policy 5
53544	Policy 8
53545	Policy 9, Policy 8
53546	Policy 14, Policy 8
53547	Policy 9
53548	Policy 8, Policy 14
53550	Policy 14, Policy 9, Policy 13a
53551	Policy 13a, Policy 11, Policy 9
53552	Policy 8, Policy 16
53553	Policy 8, Policy 5
53554	Policy 5, Policy 8
53555	Policy 20, Policy 22
53556	Policy 3, Policy 5, Policy 8, Policy 9, Policy 20, Policy 27
53557	Policy 12a, Policy 8, Policy 15
53558	Policy 8
53561	Policy 16, Policy 17, Policy 19
53565	Policy 14, Policy 12a
53566	Policy 9, Policy 8
53567	Policy 8, Policy 27
53568	Policy 6b, Policy 10e, Policy 9
53569	Policy 9
53572	Policy 13d
53573	Policy 16, Policy 21
53574	Policy 9
53575	Policy 8
53576	Policy 8, Policy 5
53577	Policy 9
53579	Policy 16, Policy 17, Policy 25
53580	Policy 16, Policy 17, Policy 25
53581	Policy 6a, Policy 13a
53582	Policy 14

<b>Rep ID</b>	<b>Policy reference</b>
53583	Policy 16, Policy 18, Policy 21
53584	Policy 16, Policy 17, Policy 21
53585	Policy 10a, Policy 15, Policy 14, Policy 8
53586	Policy 16, Policy 17
53587	Policy 9, Policy 22
53588	Policy 14
53589	Policy 14
53590	Policy 8, Policy 14
53591	Policy 21, Policy 19, Policy 23
53592	Policy 16, Policy 17, Policy 22
53593	Policy 16, policy 18, Policy 14, Policy 22
53594	Policy 12a, Policy 12b, Policy 22
53595	Policy 21, Policy 22
53596	Policy 14, Policy 21, Policy 16
53597	Policy 21, Policy 8, Policy 11
53598	Policy 12a, Policy 8, Policy 15, Policy 5
53599	Policy 8, Policy 16
53600	Policy 5
53601	Policy 2, Policy 16, Policy 21, Policy 22, Policy 23
53602	Policy 16, Policy 17, Policy 22, Policy 2, Policy 3
53603	Policy 9, Policy 13a, Policy 8, Policy 14
53604	Policy 16, Policy 17
53605	Policy 14, Policy 8
53606	Policy 1, Policy 22, Policy 13a
53607	Policy 14, Policy 21
53608	Policy 13a, Policy 11
53609	Policy 8
53610	Policy 5
53611	Policy 22
53612	Policy 2
53613	Policy 9, Policy 22, Policy 19
53614	Policy 9
53615	Policy 17
53616	Policy 10a
53617	Policy 14
53618	Policy 9, Policy 8
53619	Policy 16, Policy 22
53621	Policy 1, Policy 9, Policy 13a
53623	Policy 9
53625	Vision/objectives
53626	Policy 4b
53627	Policy 11
53628	Policy 8
53631	Policy 22

<b>Rep ID</b>	<b>Policy reference</b>
53632	Policy 9
53633	Policy 5, Policy 8
53634	Policy 8
53635	Policy 2, Policy 12a Policy 12b, Policy 15, Policy 27
53637	Policy 5
53638	Policy 20, Policy 22
53639	Policy 1
53648	Policy 22
53650	Policy 2, Policy 3, Policy 8
53651	Policy 2, Policy 14
53653	Policy 22, Policy 16, Policy 10e
53661	Policy 2, Policy 14
53665	Policy 13b, Policy 8, Policy 7, Policy 16, Policy 17, Policy 21, Policy 22, Policy 9, Policy 12a, Policy 12b
53670	Policy 22, Policy 16, Policy 10e
53672	Policy 16, Policy 17, Policy 22
53673	Policy 12a, Policy 15, Policy 14, Policy 10c
53674	Policy 1, Policy 12a
53675	Policy 9, Policy 14
53676	Policy 9, Policy 8, Policy 22
53677	Policy 8, Policy 5
53678	Policy 5, Policy 8
53679	Policy 10a, Policy 15
53680	Policy 22
53681	Policy 1, Policy 13b, Policy 9, Policy 11, policy 8, policy 13a
53683	Policy 5, Policy 4c
53684	Policy 9, Policy 13a, Policy 11
53685	Policy 16, Policy 17. Policy 18, Policy 19
53686	Policy 9, Policy 26, Policy 14, Policy 5
53688	Policy 8, Policy 5
53689	Policy 3, Policy 11
53690	Policy 22
53691	Policy 1, Policy 5, Policy 9
53692	Policy 1, Policy 5
53693	Policy 22
53694	Policy 19
53695	Policy 3, Policy 16, Policy 17, Policy 18, Policy 22
53696	Policy 17, Policy 22
53697	Policy 5, Policy 7
53698	Policy 8, Policy 15, Policy 11
53699	Policy 9, Policy 8, Policy 7, Policy 21
53700	Policy 14, Policy 21
53701	Policy 5, Policy 9
53702	Policy 16, Policy 17, Policy 15, Policy 10c, policy 10d, Policy 23

<b>Rep ID</b>	<b>Policy reference</b>
53703	Policy 16, Policy 17, Policy 26
53704	Policy 12a, Policy 12b, Policy 22, Policy 23, Policy 26,
53705	Policy 8, Policy 26, Policy 17, Policy 19
53706	Policy 8, Policy 26, Policy 17, Policy 19
53707	Policy 22
53708	Policy 13a
53709	Policy 22
53710	Policy 14
53711	Policy 8, Policy 1
53712	Policy 14, Policy 15, Policy 11, Policy 19
53713	Policy 1
53714	Policy 2
53715	Policy 3
53716	Policy 4a
53717	Policy 4b
53718	Policy 4c
53719	Policy 12a, Policy 12b, Policy 16, Policy 26
53720	Policy 10c, Policy 14
53721	Policy 5
53722	Policy 16, Policy 17
53723	Policy 1, Policy 16, Policy 17, Policy 22
53724	Policy 9, Policy 2, Policy 22, Policy 8, Policy 13b
53728	Policy 16, Policy 17
53729	Policy 10c, Policy 10d, Policy 17
53730	Policy 16, Policy 17, Policy 19, Policy 22
53731	Policy 22
53732	Policy 9, Policy 13a, Policy 8, Policy 14
53733	Policy 22
53734	Policy 14, Policy 8
53735	Policy 8, Policy 14, Policy 15
53736	Policy 14, Policy 8
53737	Policy 4a
53738	Policy 22
53739	Policy 9
53740	Policy 1, Policy 22, Policy 12a
53741	Policy 6a, Policy 9, Policy 10a, Policy 11
53742	Policy 8
53743	Policy 5
53744	Policy 22
53745	Policy 21, Policy 22, Policy 23
53746	Policy 10e, Policy 23, Policy 26
53747	Policy 16, Policy 17
53749	Policy 3, Policy 4a, Policy 4b, Policy 4c
53750	Policy 1, Policy 22

<b>Rep ID</b>	<b>Policy reference</b>
53752	Policy 9, Policy 8, Policy 21, Policy 7
53753	Policy 8, Policy 16
53755	Policy 5, Policy 27
53759	Policy 14
53761	Vision/objectives
53762	Policy 2, Policy 11, Policy 22
53763	Policy 9, Policy 14
53766	Policy 22
53767	Policy 17, Policy 19, Policy 22
53768	Policy 16, Policy 22
53769	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c, Policy 22
53770	Policy 10c, Policy 10a, Policy 15, policy 22
53771	Policy 12a, Policy 12b, Policy 10a, Policy 13a, Policy 13b, Policy 22, Policy 23, Policy 26
53772	Policy 11, Policy 14
53773	Policy 1
53774	Policy 2
53775	Policy 9
53776	Policy 3
53777	Policy 13a, Policy 9
53778	Policy 8, Policy 11
53780	Policy 5
53781	Policy 8, Policy 7
53782	Policy 22
53783	Policy 2, Policy 3, Policy 27
53784	Policy 5, Policy 8
53785	Policy 16, Policy 17
53786	Policy 16, Policy 17
53787	Policy 8
53788	Policy 17
53789	Policy 17
53790	Policy 5, Policy 8
53791	Policy 8
53792	Policy 13a, Policy 9
53793	Policy 13a, Policy 9
53794	Policy 22
53795	Policy 5, Policy 8, Policy 2
53796	Policy 8
53797	Policy 9
53799	Policy 12a, Policy 13a
53800	Policy 10c, Policy 10d
53804	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c
53806	Policy 15
53808	Policy 13d

<b>Rep ID</b>	<b>Policy reference</b>
53809	Policy 26, Policy 9
53811	Policy 22
53812	Policy 26, Policy 9
53814	Policy 13d
53815	Policy 5
53817	Policy 4a, policy 4b, Policy 4c
53818	Policy 22
53819	Policy 5, Policy 7
53820	Policy 8, Policy 16
53821	Policy 8, Policy 17
53822	Policy 14, Policy 16
53823	Policy 12a, Policy 12b, Policy 13a
53824	Policy 10d, Policy 9, Policy 14, Policy 10a, Policy 8
53825	Policy 10d, Policy 9, Policy 14, Policy 10a, Policy 8
53826	Policy 16, Policy 17
53827	Policy 9, Policy 16
53828	Policy 16, Policy 8, Policy 19, Policy 15
53829	Policy 9, Policy 16
53830	Policy 9, Policy 13a, Policy 8, Policy 13b, Policy 2, Policy 26, Policy 17, Policy 22
53831	Policy 16, Policy 17, Policy 21, Policy 22
53832	Policy 13a, Policy 11, Policy 8, Policy 22, Policy 13b, Policy 16, Policy 17
53833	Policy 10a, Policy 10c, Policy 22, Policy 12b, Policy 14, Policy 8
53834	Policy 23, Policy 26
53835	Policy 14, Policy 9
53836	Policy 9, Policy 14
53837	Policy 22
53838	Policy 8, Policy 5, Policy 16
53839	Policy 5, Policy 7
53840	Policy 22
53841	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c
53842	Policy 16, Policy 17
53844	Policy 10d, Policy 10c
53845	Policy 1, Policy 6a, Policy 9, Policy 17
53846	Policy 11, Policy 13a
53847	Policy 16, Policy 17, Policy 23
53848	Policy 16, Policy 17
53849	Policy 22
53851	Policy 13a
53856	Policy 8, Policy 14, Policy 26
53858	Policy 22
53860	Policy 9
53861	Policy 6a, Policy 13b, policy 23

<b>Rep ID</b>	<b>Policy reference</b>
53862	Policy 14, Policy 8, Policy 22
53863	Policy 17, Policy 22
53864	Policy 9
53865	Policy 2, Policy 4a, Policy 4b, Policy 4c
53866	Policy 10c, Policy 23, Policy 8
53867	Policy 19, Policy 23
53868	Policy 8
53869	Policy 16, Policy 2, Policy 3
53870	Policy 9
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53873	Policy 8
53874	Policy 22
53875	Policy 9, Policy 11, Policy 7, Policy 8, Policy 5, Policy 3
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53883	Policy 23, Policy 27
53885	Policy 10a, policy 9, Policy 12a, Policy 15
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53887	Policy 9
53889	Policy 2, Policy 4a, Policy 4b, Policy 4c, Policy 5
53891	Policy 22
53892	Policy 9
53893	Policy 9
53895	Policy 8
53896	Policy 9, Policy 13a, 13b
53897	Policy 8, Policy 1
53898	Policy 2, Policy 5
53899	Policy 5
53900	Policy 22
53902	Policy 5
53903	Policy 22
53904	Policy 4a, Policy 4b, Policy 4c
53905	Policy 5
53906	Policy 13a, Policy 22
53907	Policy 8
53908	Policy 14, Policy 8
53909	Policy 9
53910	Policy 8
53911	Policy 22
53912	Policy 22



<b>Rep ID</b>	<b>Policy reference</b>
53913	Policy 14, Policy 8, Policy 9
53914	Policy 9
53915	Policy 15
53916	Policy 22, Policy 4b, Policy 8, Policy 23
53917	Policy 17
53919	Policy 16, Policy 17
53920	Policy 10a, Policy 16, Policy 10d, Policy 10c, Policy 8, Policy 14
53921	Policy 1, Policy 22, Policy 17, Policy 6b, Policy 13a
53922	Policy 14, Policy 8
53923	Policy 9
53924	Policy 6a, Policy 9
53927	Policy 8, Policy 7, Policy 5
53928	Policy 5
53929	Policy 9, Policy 8
53930	Policy 17
53931	Policy 3, Policy 26, Policy 22, Policy 7
53932	Policy 22
53933	Policy 8, Policy 16, Policy 11
53934	Policy 8, Policy 10c
53935	Policy 22, Policy 16
53938	Policy 9, Policy 13b, Policy 23
53939	Policy 8, Policy 12a, Policy 13a, Policy 16
53940	Policy 18
53942	Policy 1, Policy 23, Policy 26, Policy 25, Policy 10d, Policy 13a
53943	Policy 9, Policy 5
53944	Policy 1, Policy 10c, Policy 16, Policy 17, Policy 22
53945	Policy 14, Policy 8
53946	Policy 9
53947	Policy 8
53948	Policy 22
53949	Policy 9
53952	Policy 14, Policy 8
53953	Policy 1
53954	Policy 8, Policy 9
53955	Policy 5
53956	Policy 11, Policy 13a, Policy 13b, Policy 14
53957	Policy 8, Policy 14
53958	Policy 2
53959	Policy 4b
53960	Policy 22
53961	Policy 22
53962	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c, Policy 12a
53963	Policy 2
53965	Policy 4c

<b>Rep ID</b>	<b>Policy reference</b>
53967	Policy 22
53969	Policy 8, Policy 9, Policy 2, Policy 12a, Policy 14
53971	Policy 16, Policy 17
53972	Policy 10d, Policy 1, Policy 10a, Policy 12a, Policy 17
53973	Policy 13a, Policy 13b, Policy 13d, Policy 12a, Policy 22
53974	Policy 14, Policy 8
53975	Policy 9, Policy 11
53976	Policy 8
53977	Policy 5
53978	Policy 2
53979	Policy 16, Policy 17, Policy 21, Policy 22
53981	Policy 15, Policy 19
53982	Policy 16, Policy 17, Policy 10a, Policy 14, Policy 10c, Policy 22, Policy 25
53983	Policy 1, Policy 22, Policy 17, Policy 13a
53984	Policy 14, Policy 8, Policy 16
53985	Policy 9, Policy 8
53986	Policy 2
53987	Policy 2
53988	Policy 22
53989	Policy 5
53990	Policy 5
53991	Policy 8
53992	Policy 8
53993	Policy 9, Policy 11
53994	Policy 9, Policy 11
53995	Policy 14, Policy 8
53996	Policy 14, Policy 8
53997	Policy 14, Policy 8
53998	Policy 8, Policy 14
53999	Policy 13a, Policy 13b, Policy 13d, Policy 12a, Policy 22
54000	Policy 13a, Policy 13b, Policy 13d, Policy 12a, Policy 22
54001	Policy 10d, Policy 1, Policy 10a, Policy 12a, Policy 17
54002	Policy 16, Policy 17
54003	Policy 5, Policy 8, Policy 7
54004	Vision/objectives
54005	Policy 17
54006	Policy 10d, Policy 1, Policy 10a, Policy 12a, Policy 17
54007	Policy 2, Policy 16, Policy 20, Policy 21, Policy 22, Policy 23
54008	Policy 2, Policy 3
54009	Policy 9, Policy 8, Policy 14, Policy 13b, Policy 12a, Policy 12b, Policy 29
54010	Policy 9, Policy 26, Policy 22, Policy 12b, Policy 18
54011	Policy 10c, Policy 14, Policy 15

<b>Rep ID</b>	<b>Policy reference</b>
54012	Policy 12a, Policy 12b, Policy 29, Policy 19, Policy 8, Policy 14, Policy 15
54013	Policy 16, Policy 17
54014	Policy 10a, Policy 10c, Policy 10d, Policy 14, Policy 15, Policy 16, Policy 17
54015	Policy 17
54016	Policy 10a, Policy 10c, Policy 10d
54017	Policy 13a, policy 16
54018	Policy 13a, Policy 13b, Policy 13d, Policy 12a, Policy 22
54019	Policy 10c
54021	Policy 5
54022	Policy 14, Policy 21
54023	Policy 8
54024	Policy 9, Policy 19, Policy 8, Policy 14, Policy 22
54025	Policy 22
54026	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c
54027	Policy 14, Policy 11, Policy 8
54028	Policy 8, Policy 5, Policy 10e
54029	Policy 19
54030	Policy 9
54031	Policy 8
54032	Policy 19, Policy 21, Policy 22
54033	Policy 17, Policy 22
54034	Policy 5, Policy 7
54035	Policy 8, Policy 11, Policy 5
54036	Policy 9
54037	Policy 8, Policy 9
54038	Policy 4b, Policy 13a
54039	Policy 22
54041	Policy 14, Policy 16
54042	Policy 2
54043	Policy 10a
54044	Policy 22, Policy 23, Policy 27
54045	Policy 1, Policy 13a
54046	Policy 12a, Policy 1, Policy 13b, Policy 13d
54047	Policy 14
54048	Policy 13b, Policy 21
54049	Policy 9
54051	Policy 8
54052	Policy 14, Policy 8
54053	Policy 9, Policy 11, Policy 13a, Policy 13b
54054	Policy 17
54055	Policy 5
54057	Policy 16

<b>Rep ID</b>	<b>Policy reference</b>
54058	Policy 9, Policy 8, Policy 11
54059	Policy 12a, Policy 12b, Policy 14, Policy 15, Policy 28
54060	Policy 2
54061	Policy 14, Policy 28
54062	Policy 2, Policy 12a
54063	Policy 14, Policy 8
54064	Policy 19
54065	Policy 9, Policy 11, Policy 8
54066	Policy 13a, Policy 26, Policy 17
54067	Policy 8, Policy 5, Policy 17, Policy 26
54068	Policy 8, Policy 7, Policy 14
54070	Policy 5
54073	Policy 2, Policy 4b
54077	Policy 22
54078	Policy 6b, Policy 13d
54079	Policy 16, Policy 22
54080	Policy 3, Policy 4a, Policy 4b, Policy 4c
54081	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c
54082	Policy 9
54084	Policy 16, Policy 19, Policy 22, Policy 9
54086	Policy 9
54087	Policy 9
54089	Policy 10a
54090	Policy 12a
54091	Policy 11
54092	Policy 20
54094	Policy 19, Policy 21, Policy 23
54095	Policy 9
54097	Policy 16, Policy 17
54099	Policy 12a
54100	Policy 12a
54101	Policy 11
54102	Policy 14, Policy 8
54103	Policy 2, Policy 23
54104	Policy 5, Policy 8, Policy 2
54107	Policy 5
54109	Policy 16, Policy 18, Policy 19, Policy 22
54112	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c
54113	Policy 13a
54114	Policy 12a
54115	Policy 26, Policy 11, Policy 6b, Policy 9, Policy 19
54116	Policy 16, Policy 17
54117	Policy 26, Policy 5
54118	Policy 9, Policy 8, Policy 26, Policy 19

<b>Rep ID</b>	<b>Policy reference</b>
54119	Policy 9
54120	Policy 2
54122	Policy 15
54123	Policy 16, Policy 17, Policy 22
54124	Policy 8, Policy 14, policy 15, Policy 16, Policy 22
54125	Policy 9
54126	Policy 17, policy 16, Policy 10b, Policy 14, Policy 15, Policy 22, Policy 8, Policy 10c, Policy 23, Policy 24a, Policy 24b, Policy 26
54127	Policy 9, Policy 8, Policy 22, Policy 13b
54128	Policy 16, Policy 17
54130	Policy 8, Policy 9, Policy 11, Policy 12a, Policy 22
54131	Policy 14, Policy 16, Policy 22
54133	Policy 9
54134	Policy 14, Policy 8, Policy 19, Policy 21, Policy 23
54135	Policy 8
54136	Policy 5
54137	Policy 5
54138	Policy 12a, policy 13a, Policy 16, policy 22, Policy 6b
54141	Policy 2
54142	Policy 16, Policy 28, Policy 7, Policy 21
54143	Policy 2
54144	Policy 16, Policy 17
54145	Policy 1, Policy 2, Policy 23, Policy 26
54146	Policy 12a
54147	Policy 9, Policy 7, Policy 21
54151	Policy 13d, Policy 22
54153	Policy 16, Policy 17
54154	Policy 8, Policy 5, Policy 7
54157	Policy 14
54158	Policy 5, Policy 25
54159	Policy 9
54160	Policy 1, Policy 6a, Policy 15, Policy 8, Policy 17
54161	Policy 9, Policy 8
54163	Policy 4a, Policy 4b
54165	Policy 16, Policy 17, Policy 22, Policy 23
54167	Policy 10a, Policy 6a, Policy 6b, Policy 1, Policy 28, Policy 15
54168	Policy 2, Policy 16, Policy 20, Policy 21, Policy 22, Policy 23
54169	Policy 8, Policy 9, Policy 12a
54171	Policy 2, Policy 3
54173	Policy 1, Policy 13b, Policy 13a
54174	Policy 9
54177	Policy 2, Policy 3
54178	Policy 14, Policy 28
54179	Policy 9, Policy 11

<b>Rep ID</b>	<b>Policy reference</b>
54182	Policy 8, Policy 5, Policy 17, Policy 26
54183	Policy 9
54184	Policy 5
54186	Policy 22
54188	Policy 17
54189	Policy 17
54190	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c
54191	Policy 10a
54192	Policy 14
54193	Policy 22
54194	Policy 5
54195	Policy 8
54196	Policy 22
54197	Policy 9
54198	Policy 16, Policy 17, Policy 8
54199	Policy 9
54200	Policy 16, Policy 9
54201	Policy 2, Policy 9
54202	Policy 4a, Policy 4b
54203	Policy 16, Policy 17, Policy 22, Policy 23
54204	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c
54205	Policy 10a, Policy 6a, Policy 6b, Policy 1, Policy 28, Policy 15
54206	Policy 1, Policy 13b, Policy 13a
54207	Policy 14, Policy 28
54208	Policy 9, Policy 11
54209	Policy 8, Policy 5, Policy 17, Policy 26
54210	Policy 5
54211	Policy 22
54212	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c
54213	Policy 8, Policy 26, Policy 14
54214	Policy 22
54215	Policy 2, Policy 3, Policy 27
54216	Policy 25, Policy 23, Policy 26
54218	Policy 21, Policy 22
54220	Policy 16, Policy 17
54221	Policy 16, Policy 17, Policy 22
54222	Policy 8
54223	Policy 22, Policy 17, Policy 19, Policy 26, Policy 12a, Policy 8, Policy 14, Policy 10c, Policy 9, Policy 13a, Policy 11, Policy 21, Policy 22, Policy 3, Policy 4b
54224	Policy 22
54227	Policy 14, Policy 5
54228	Policy 16, Policy 17
54229	Policy 10c, Policy 10d, Policy 10e, Policy 17, Policy 14

<b>Rep ID</b>	<b>Policy reference</b>
54230	Policy 8, Policy 12a
54231	Policy 9
54232	Policy 9, Policy 16, Policy 8, Policy 7
54233	Policy 3, Policy 6b, Policy 16, Policy 17
54234	Policy 8
54235	Policy 8, Policy 7
54236	Policy 9
54237	Policy 5, Policy 8
54238	Policy 19
54239	Policy 2, Policy 22
54240	Policy 2, Policy 22, Policy 17, Policy 4a, Policy 4b, Policy 4c
54241	Policy 2
54242	Policy 1
54243	Policy 1
54244	Policy 14, Policy 13a
54245	Policy 9
54246	Policy 9, Policy 26
54247	Policy 16
54248	Policy 8, Policy 10a, Policy 14
54249	Policy 12a, Policy 12b, Policy 24a, Policy 24b
54250	Policy 14
54251	Policy 9
54252	Policy 8, Policy 26
54253	Policy 5
54254	Policy 22
54255	Policy 1, Policy 10e, Policy 23, Policy 26
54256	Policy 8, Policy 9
54257	Policy 5
54258	Policy 16
54259	Policy 16, Policy 17
54260	Policy 8
54261	Policy 1, Policy 12a, Policy 15, Policy 22
54262	Policy 14, Policy 8
54263	Policy 11, Policy 7
54264	Policy 8, Policy 14
54265	Policy 22
54266	Policy 5, Policy 8
54267	Policy 2, Policy 22, Policy 17
54268	Policy 21, Policy 22, Policy 30
54269	Policy 2, Policy 27
54270	Policy 2
54275	Policy 3
54277	Policy 2, Policy 10e, Policy 23, Policy 26
54278	Policy 1

<b>Rep ID</b>	<b>Policy reference</b>
54279	Policy 4a
54280	Policy 4b
54281	Policy 4c
54282	Policy 5
54283	Policy 8
54284	Policy 9
54285	Policy 12a
54286	Policy 13a
54287	Policy 19
54288	Policy 23
54289	Vision/objectives
54290	Policy 24b
54291	Policy 16
54292	Policy 25
54293	Policy 28
54294	Policy 22
54296	Vision/objectives
54297	Policy 16, Policy 17
54298	Policy 17, Policy 10d, Policy 10c, Policy 8
54299	Policy 1, Policy 22, Policy 23, Policy 26,
54300	Policy 14, Policy 28
54301	Policy 9
54302	Policy 7, Policy 8
54304	Policy 22
54305	Policy 2, Policy 16, Policy 18, Policy 22
54306	Policy 2, Policy 4c
54307	Policy 8, Policy 21, Policy 19, Policy 23
54308	Policy 16, Policy 17, Policy 22, Policy 30
54309	Policy 8, Policy 9
54310	Policy 4c, Policy 10a
54311	Policy 13b, Policy 12a, Policy 12b, Policy 24a, Policy 24b
54312	Policy 9, Policy 11, Policy 8, Policy 4
54313	Policy 8, Policy 9
54314	Policy 16, Policy 17, Policy 22
54315	Policy 9, Policy 5, Policy 26, Policy 25
54316	Policy 13a, Policy 8, Policy 17
54317	Policy 9
54318	Policy 8
54319	Policy 19, Policy 22
54320	Policy 2, Policy 3
54321	Policy 22
54322	Policy 9
54323	Vision/objectives
54324	Policy 13a, Policy 23



<b>Rep ID</b>	<b>Policy reference</b>
54325	Policy 22
54326	Policy 8, Policy 16, Policy 17
54329	Policy 1, Policy 22
54330	Policy 17, Policy 8
54331	Policy 23
54332	Policy 9
54333	Policy 6a, Policy 9, Policy 11
54334	Policy 9
54335	Policy 8
54336	Policy 5
54337	Policy 17
54338	Policy 16, Policy 17
54339	Policy 6b, Policy 8, Policy 9, Policy 11
54340	Policy 8, Policy 22
54341	Policy 10e, Policy 10c, Policy 14
54342	Policy 18
54343	Policy 13a, Policy 24a, Policy 24b
54344	Policy 5, Policy 8
54345	Policy 14, Policy 16, Policy 21
54347	Policy 14
54348	Policy 9, Policy 8, Policy 7
54349	Policy 17
54350	Policy 1, Policy 23
54351	Policy 12a, Policy 13a Policy 12b, Policy 23, Policy 26, Policy 25
54353	Policy 7, Policy 8
54354	Policy 9, Policy 13a
54355	Policy 13b, Policy 9, Policy 8
54356	Policy 22
54358	Policy 6a, Policy 6b, Policy 7, Policy 8, Policy 10a
54359	Policy 12a
54360	Policy 14
54362	Policy 9, Policy 11, Policy 8
54363	Policy 16, Policy 17, Policy 18
54364	Policy 8
54366	Policy 5
54367	Policy 22
54368	Policy 23
54369	Policy 2
54371	Policy 16, Policy 17
54374	Policy 1, Policy 10e, Policy 16, Policy 17, Policy 22, Policy 23, Policy 26
54376	Policy 8
54377	Policy 5
54378	Policy 22

<b>Rep ID</b>	<b>Policy reference</b>
54380	Policy 8
54382	Policy 29, Policy 28, Policy 14
54383	Policy 16, Policy 17
54385	Policy 8, Policy 17
54387	Policy 2, Policy 5
54388	Policy 16, Policy 17, Policy 22
54389	Policy 1
54390	Policy 12a, Policy 12b, Policy 9
54391	Policy 16, Policy 20, Policy 21, Policy 22
54392	Policy 16, Policy 17, Policy 19, Policy 22
54393	Policy 2, Policy 3, Policy 16, Policy 22
54394	Policy 10c, Policy 6a, Policy 7, 16, Policy 15, Policy 12a
54395	Policy 1, policy 12a, Policy 12b, Policy 16, Policy 26
54396	Policy 14, Policy 8
54397	Policy 19, Policy 16, Policy 9
54398	Policy 2, Policy 3, Policy 16, Policy 22, Policy 25
54399	Policy 9
54400	Policy 8, Policy 9
54401	Policy 1, Policy 26, Policy 12a, Policy 12b, Policy 13a
54402	Policy 8, Policy 5
54403	Policy 8, Policy 17
54404	Policy 5
54405	Policy 2, Policy 5
54407	Policy 16, Policy 19, Policy 21, Policy 22
54410	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c, Policy 13b
54418	Policy 10c, Policy 29, Policy 13a
54419	Policy 17, Policy 18, Policy 22
54420	Policy 21, Policy 22
54421	Policy 2, Policy 23, Policy 24a, Policy 24b, Policy 26
54424	Policy 9
54426	Policy 12a, Policy 13a
54429	Vision/objectives
54430	Policy 5, Policy 27
54431	Policy 9, Policy 21, Policy 17
54432	Policy 22
54433	Policy 2
54434	Policy 16, Policy 17, Policy 22
54435	Policy 8, Policy 11, Policy 9, Policy 14, Policy 12a, Policy 12b, Policy 10c
54436	Policy 12a
54437	Policy 16, Policy 17
54438	Policy 10a, Policy 8, Policy 14
54439	Policy 12b
54440	Policy 10e, Policy 10d, Policy 8, Policy 10c, Policy 14

<b>Rep ID</b>	<b>Policy reference</b>
54441	Policy 21
54442	Vision/objectives
54443	Policy 13a, Policy 13b, Policy 13d, Policy 12a, Policy 22
54444	Policy 13a, Policy 12a, Policy 8, Policy 9, Policy 22, Policy 14
54445	Policy 1
54446	Policy 12a, Policy 10c, Policy 9
54447	Policy 22
54448	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c, Policy 5, Policy 12a, Policy 16, Policy 17, Policy 19, Policy 22
54449	Policy 14, Policy 8, Policy 21
54450	Policy 23
54451	Policy 24a
54452	Policy 25
54453	Policy 9
54455	Policy 14, Policy 21, Policy 18, Policy 8
54457	Policy 1
54458	Policy 14
54459	Policy 9, Policy 7, Policy 21
54461	Policy 1, Policy 10e, Policy 23, Policy 26
54462	Policy 8, Policy 16
54464	Policy 8, Policy 7, Policy 5
54465	Policy 9
54466	Policy 8, Policy 9, Policy 6a, Policy 27
54467	Policy 8, Policy 11, Policy 27, Policy 5
54468	Policy 5
54469	Policy 8, Policy 21, Policy 19, Policy 23
54470	Policy 16, Policy 17, Policy 22
54471	Policy 16, Policy 17, Policy 22, Policy 23
54472	Policy 14, Policy 15
54473	Policy 10a, Policy 16, Policy 10b, Policy 17, Policy 15, Policy 8, Policy 14, Policy 22
54474	Policy 1, Policy 16, Policy 12a, Policy 12b
54475	Policy 5, Policy 8, Policy 2
54476	Policy 16, Policy 28, Policy 7, Policy 21
54477	Policy 21, Policy 9, Policy 7
54478	Policy 7, Policy 8, Policy 11, Policy 17, Policy 21, Policy 22
54479	Policy 1, Policy 13a, Policy 13b
54480	Policy 5, Policy 8
54481	Policy 14
54482	Policy 2, Policy 16, Policy 20, Policy 21, Policy 22, Policy 23
54483	Policy 16, Policy 17, Policy 21
54484	Policy 22, Policy 3, Policy 2
54485	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c, Policy 5, Policy 12a, Policy 16, Policy 17, Policy 19, Policy 22

<b>Rep ID</b>	<b>Policy reference</b>
54486	Policy 22
54487	Policy 9
54488	Policy 10d, Policy 10a, Policy 14
54489	Policy 2, Policy 22, Policy 16, Policy 17, Policy 3
54490	Policy 22
54491	Policy 5, Policy 27
54492	Policy 1
54493	Policy 2
54494	Policy 22, Policy 16
54495	Policy 3
54496	Policy 4c
54497	Policy 8
54498	Policy 6a
54499	Policy 6b
54500	Policy 7
54501	Policy 8
54502	Policy 9
54503	Policy 5, Policy 16
54504	Policy 10a
54505	Policy 10b
54506	Policy 10c
54507	Policy 10d
54508	Policy 10e
54509	Policy 11
54510	Policy 22
54511	Policy 12a
54512	Policy 12b
54513	Policy 13a
54514	Policy 13b
54515	Policy 13d
54516	Policy 13f
54517	Policy 3, Policy 4a, Policy 4b, Policy 4c
54518	Policy 14
54519	Policy 15
54520	Policy 14, Policy 15
54521	Policy 16
54522	Policy 17
54523	Policy 18
54524	Policy 19
54525	Policy 20
54526	Policy 21
54527	Policy 22
54528	Policy 23
54529	Policy 28

<b>Rep ID</b>	<b>Policy reference</b>
54531	policy 16, Policy 17, Policy 22, Policy 9, Policy 12a
54532	Policy 7
54533	Policy 9, Policy 8, Policy 17
54534	Policy 8, Policy 16, Policy 17, Policy 22, Policy 14
54535	Policy 14
54537	Policy 14, Policy 27
54538	Policy 22
54539	Policy 14
54540	Policy 8
54541	Policy 11, Policy 13a
54542	Policy 9, Policy 8, Policy 22, Policy 14
54543	Policy 14
54544	Policy 22
54547	Policy 1, Policy 10e, Policy 23, Policy 26
54555	Policy 5
54556	Policy 16, Policy 17, Policy 21
54558	Policy 22
54559	Policy 16, Policy 17
54560	Policy 10e, Policy 10d, Policy 10c, Policy 14
54561	Policy 22, Policy 23, Policy 26,
54562	Policy 14, Policy 28
54563	Policy 11, Policy 21, Policy 8, Policy 9
54565	Policy 13a, Policy 13b, Policy 4b, Policy 23
54566	Policy 16, Policy 23
54567	Policy 22
54568	Policy 13a
54569	Policy 16, Policy 17
54570	Policy 10a, Policy 6a, Policy 15, Policy 14, Policy 28, Policy 26
54571	Policy 5, Policy 8
54572	Policy 16
54574	Policy 2, Policy 22, Policy 16, Policy 17, Policy 4c
54575	Policy 13a, Policy 13b
54576	Policy 14, Policy 28
54577	Policy 14, Policy 16, Policy 28
54578	Policy 14, Policy 22
54579	Policy 23
54580	Policy 5, Policy 1
54581	Policy 9, Policy 11, Policy 8
54582	Policy 10e, Policy 10d, Policy 10c, Policy 8, Policy 14
54583	Policy 8, Policy 14, Policy 26
54584	Policy 5
54585	Policy 12a
54586	Policy 5, Policy 8
54587	Policy 1, Policy 12a, Policy 12b, Policy 13b, Policy 13a

<b>Rep ID</b>	<b>Policy reference</b>
54588	Policy 22
54589	Policy 18
54590	Policy 9
54591	Policy 2, Policy 4a, Policy 4b, Policy 4c, Policy 3
54593	Policy 8
54594	Policy 8, Policy 17
54595	Policy 2, Policy 3, Policy 4a
54596	Policy 9, Policy 17
54599	Policy 23
54600	Policy 19, Policy 20
54601	Policy 10a, Policy 16, Policy 8, Policy 14, Policy 15, Policy 10c, Policy 17
54602	Policy 1, Policy 13a, Policy 22, Policy 12a, Policy 6b, Policy 16
54603	Policy 5
54604	Policy 22
54605	Policy 12a, 12b, Policy 10c, Policy 13d, Policy 26
54606	Policy 8
54607	Policy 1, Policy 23, Policy 26, Policy 24a, Policy 24b, Policy 17
54608	Policy 10b, Policy 17, Policy 29
54609	Policy 14
54610	Policy 2, Policy 10c, Policy 10e, Policy 23, Policy 26
54611	Policy 10b, Policy 9, Policy 19
54612	Policy 22
54614	Policy 9, Policy 8, Policy 5
54615	Policy 14, Policy 16
54616	Policy 9, Policy 21, Policy 7, Policy 8
54617	Policy 7, Policy 8, Policy 11, Policy 17, Policy 21, Policy 22
54618	Policy 9, Policy 2
54619	Policy 9
54620	Policy 8
54621	Policy 9, Policy 13a, Policy 8, Policy 5
54622	Policy 22, Policy 25
54623	Policy 17
54624	Policy 8, Policy 13a
54625	Policy 2
54626	Vision/objectives
54628	Policy 1
54629	Policy 14
54631	Policy 9
54633	Policy 9, Policy 26, Policy 12a, Policy 12b, Policy 22
54635	Policy 8, Policy 5
54637	Policy 9
54638	Policy 8
54640	Policy 16, Policy 17, Policy 22

<b>Rep ID</b>	<b>Policy reference</b>
54641	Policy 22
54642	Policy 22
54643	Policy 10a, Policy 16
54646	Policy 1, Policy 17, Policy 12a, Policy 12b, Policy 13a, Policy 13b
54647	Policy 22
54650	Policy 9
54651	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c
54652	Policy 8, Policy 9, Policy 2
54653	Policy 5, Policy 22, Policy 17, Policy 19, Policy 4a, policy 4b, Policy 4c
54654	Policy 5
54655	Policy 1, Policy 10e, Policy 23, Policy 26
54657	Policy 22
54658	Policy 2, Policy 1, Policy 3, Policy 4a, Policy 4b, Policy 4c, Policy 23
54659	Policy 14, Policy 16, Policy 8
54660	Policy 17
54661	Policy 1, Policy 22
54662	Policy 13a, Policy 11, Policy 8, Policy 7
54664	Policy 3, Policy 5, Policy 23, Policy 26
54665	Policy 8, Policy 2
54670	Policy 9, Policy 11, Policy 8
54671	Policy 3, Policy 4a, Policy 4b, Policy 4c
54677	Policy 9, Policy 12a, Policy 8
54679	Policy 17, Policy 18
54681	Policy 2, Policy 3
54684	Policy 2
54685	Policy 6a
54687	Policy 8, Policy 12a
54689	Policy 16, Policy 17
54690	Policy 5, Policy 7
54691	Policy 9, Policy 3, Policy 8
54692	Policy 9
54694	Policy 13a, Policy 11
54697	Policy 8
54698	Policy 9, Policy 10a
54699	Policy 2
54700	Policy 9
54701	Policy 1, Policy 12a Policy 11
54702	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c
54703	Policy 8, Policy 9, Policy 6a, Policy 7, Policy 10a
54704	Policy 16, Policy 17
54705	Policy 9, Policy 8
54706	Policy 14, Policy 17
54707	Policy 4a

<b>Rep ID</b>	<b>Policy reference</b>
54708	Vision/objectives
54709	Policy 10a
54710	Policy 13a, Policy 14, Policy 8
54711	Policy 9
54712	Policy 9
54714	Policy 9
54715	Policy 8, Policy 16
54716	Policy 4b
54717	Policy 9, Policy 8, Policy 21, Policy 14, Policy 15
54718	Policy 4a, Policy 5, Policy 2, Policy 7
54719	Policy 12a
54720	Policy 16, Policy 17, Policy 18, Policy 22
54721	Policy 27, Policy 15, Policy 14
54723	Policy 1, Policy 13a Policy 12a
54724	Policy 8, Policy 16, Policy 14, Policy 15, Policy 9, Policy 10a
54725	Policy 14
54727	Policy 8, Policy 2
54729	Policy 1, Policy 12a, Policy 13a, Policy 13b, Policy 29
54730	Policy 22
54731	Policy 8
54732	Policy 16, Policy 17
54733	Policy 22
54734	Policy 8, Policy 14, Policy 15, Policy 9, Policy 16, Policy 17, Policy 22
54735	Policy 13a, Policy 12a, Policy 12b
54737	Policy 10c, Policy 17
54739	Policy 14
54741	Vision/objectives
54742	Policy 4c
54743	Policy 16, Policy 17, Policy 19, Policy 21
54745	Policy 14, Policy 16
54746	Policy 16, Policy 13a, Policy 13d, policy 15
54747	Policy 13a, Policy 14, Policy 10e, Policy 15, Policy 2
54748	Policy 21
54749	Policy 9
54750	Policy 8, Policy 14, Policy 11
54751	Policy 2, Policy 6a
54752	Policy 5
54753	Policy 22
54755	Policy 16, Policy 5, Policy 6b, Policy 2, Policy 4a, Policy 3
54757	Policy 9
54758	Policy 1, Policy 8, Policy 14, Policy 11
54760	Policy 8
54761	Policy 8
54762	Policy 9



<b>Rep ID</b>	<b>Policy reference</b>
54763	Policy 1, Policy 16
54765	Policy 8
54766	Policy 22
54767	Policy 6a, Policy 9, Policy 8
54768	Policy 9, Policy 15, Policy 12a, Policy 26
54772	Policy 8, Policy 10e
54774	Policy 9, Policy 8, Policy 22
54775	Policy 14
54776	Policy 5
54777	Policy 14
54778	Policy 9, Policy 10a, Policy 25
54781	Policy 2
54782	Policy 8
54786	Policy 22
54788	Policy 8
54789	Policy 9
54790	Policy 9, Policy 11, Policy 13a
54792	Policy 22
54793	Policy 11, Policy 9, Policy 4b
54794	Policy 9, Policy 8, Policy 17
54795	Policy 22
54796	Policy 5, Policy 2
54797	Policy 13a, Policy 13b
54798	Policy 1, Policy 6a, Policy 10a, Policy 14, Policy 15
54799	Policy 16, Policy 17, Policy 22
54800	Policy 5
54801	Policy 13a, Policy 13b, Policy 6b
54802	Policy 5
54803	Policy 17, Policy 18
54805	Policy 5, Policy 1, Policy 26
54806	Policy 14, Policy 22, Policy 8
54807	Policy 1, Policy 10e, Policy 23, Policy 26, Policy 4a, Policy 4b, Policy 4c
54808	Policy 14, Policy 28
54809	Policy 13a, Policy 8, Policy 13b, Policy 11, Policy 14
54810	Policy 22
54811	Policy 14, Policy 15, Policy 22
54812	Policy 22
54813	Policy 5
54814	Policy 12a, Policy 12b
54815	Policy 1, Policy 14, Policy 15
54816	Policy 10c, Policy 12a
54817	policy 22, Policy 16, Policy 17, Policy 18
54818	Policy 14, Policy 27

<b>Rep ID</b>	<b>Policy reference</b>
54819	Policy 14, Policy 8
54820	Policy 1, Policy 2, Policy 16, Policy 17, Policy 18, Policy 19, Policy 20, Policy 21, Policy 22, Policy 23
54821	Policy 1
54822	Policy 3
54823	Policy 22, Policy 3, Policy 2
54824	Policy 6a
54825	Policy 22
54826	Policy 10e
54827	Policy 5
54828	Policy 9, Policy 8, Policy 11
54829	Policy 19
54830	Policy 2, Policy 3
54831	Policy 22
54832	Policy 2
54833	Policy 5
54834	Policy 9, Policy 8
54835	Policy 1, Policy 2
54836	Policy 9, Policy 8, Policy 5
54837	Policy 22
54838	Policy 13a, Policy 1, Policy 10e, Policy 23, Policy 26
54839	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c
54841	Policy 9, Policy 13a
54842	Policy 13a, Policy 10a, Policy 11
54843	Policy 1, Policy 12a, Policy 10a, Policy 23, Policy 14, Policy 15
54844	Policy 16, Policy 17
54845	Policy 8
54846	Policy 2, Policy 3, Policy 23, Policy 26
54847	Policy 22
54848	Policy 5, Policy 8
54849	Policy 16, Policy 19
54850	Policy 14, Policy 17
54851	Policy 8
54852	Policy 1
54853	Policy 16, Policy 19, Policy 22, Policy 23
54854	Policy 2, Policy 5
54855	Policy 17
54856	Policy 2, Policy 3
54857	Policy 5
54858	Policy 2, Policy 22
54859	Policy 9
54860	Policy 14
54861	Policy 19
54862	Policy 14, Policy 15

<b>Rep ID</b>	<b>Policy reference</b>
54863	Policy 9
54864	Policy 8
54865	Policy 8, Policy 27
54866	Policy 5
54867	Policy 2
54868	Policy 9
54869	Policy 9, Policy 12a
54870	Policy 19, Policy 22
54871	Policy 16, Policy 17
54872	Policy 21, Policy 22
54873	Policy 21, Policy 22
54874	Policy 1, Policy 26, Policy 25
54875	Policy 9
54876	Policy 2, Policy 16, Policy 3, Policy 4a, Policy 4b, Policy 4c, Policy 22
54877	Policy 22
54878	Policy 1, Policy 2, Policy 10e, Policy 16, Policy 23, Policy 26
54879	Policy 1, Policy 17, Policy 12a, Policy 12b, Policy 14, Policy 15
54880	Policy 14, Policy 8
54881	Policy 9, Policy 4b
54882	Policy 8, Policy 11
54883	Policy 22
54884	Policy 5, Policy 8
54885	Policy 18, Policy 19, Policy 22
54886	Policy 2, Policy 4a, Policy 4b, Policy 4c, Policy 6a, Policy 6b, Policy 9, Policy 11
54887	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c
54888	Policy 17
54889	Policy 9, Policy 11
54890	Policy 13b
54891	Policy 10a, Policy 8, Policy 17, Policy 15, Policy 14
54894	Policy 22
54895	Policy 22, Policy 16, Policy 17
54896	Policy 16, Policy 17, Policy 21, Policy 22
54897	Policy 16, Policy 17
54898	Policy 6b, Policy 14, Policy 10a, Policy 10e, Policy 10c, Policy 16, Policy 17
54899	Policy 1, Policy 22
54900	Policy 14
54901	Policy 9, Policy 11
54902	Policy 7, Policy 8
54904	Policy 21, Policy 22
54905	Policy 2
54908	Policy 2, Policy 26, Policy 27
54909	Policy 22

<b>Rep ID</b>	<b>Policy reference</b>
54910	Policy 8, Policy 5, Policy 16
54911	Policy 8, Policy 5, Policy 4c, Policy 17
54912	Policy 9
54913	Policy 14
54915	Policy 10c, Policy 6b
54917	Policy 19, Policy 21
54919	Policy 1, Policy 8, Policy 9, Policy 17, Policy 23
54920	Policy 26
54928	Policy 22
54930	Policy 16
54932	Policy 9
54933	Policy 16, Policy 19, Policy 20, Policy 21, Policy 22
54934	Policy 10a, Policy 10b, Policy 13c, Policy 9, Policy 1
54935	Policy 8, Policy 9, Policy 11, Policy 12a, Policy 12b
54936	Policy 14, Policy 8, Policy 21, Policy 20
54937	Policy 9
54938	Policy 8, Policy 14, Policy 15
54939	Policy 9, Policy 5, Policy 8
54940	Policy 16, Policy 19, Policy 20, Policy 21, Policy 22
54941	Policy 3, Policy 4a, Policy 4b, Policy 4c
54942	Policy 8, Policy 9
54943	Policy 8, Policy 9, Policy 13b, Policy 13f, Policy 23
54944	Policy 9
54945	Policy 15, Policy 16, Policy 17
54946	Policy 14
54947	Policy 1, Policy 10c, Policy 14
54948	Policy 8, Policy 14
54949	Policy 9, Policy 14
54950	Policy 8, Policy 9, Policy 5
54951	Policy 5, Policy 26
54952	Policy 19, Policy 22
54953	Policy 2, Policy 9, Policy 10e, Policy 23, Policy 26, Policy 12a
54954	Policy 1, Policy 5, Policy 8, Policy 9, Policy 13b
54955	Policy 1, Policy 23, Policy 25
54956	Policy 1, Policy 2, Policy 5
54957	Policy 22
54958	Policy 17
54959	Policy 9
54960	Policy 13f, Policy 16, Policy 29
54961	Policy 14
54962	Policy 9, Policy 11, Policy 17
54963	Policy 8
54964	Policy 1, Policy 26
54965	Policy 22

<b>Rep ID</b>	<b>Policy reference</b>
54966	Policy 9, Policy 11
54967	Policy 9
54968	Policy 20, Policy 21, Policy 22
54969	Policy 10b, Policy 7, Policy 15, Policy 16, Policy 17
54970	Policy 12a, Policy 12b
54971	Policy 9, Policy 26
54972	Policy 9
54973	Policy 9, Policy 22
54974	Policy 26, Policy 5
54975	Policy 22
54976	Policy 9, Policy 11
54977	Policy 1, Policy 5, Policy 8, Policy 9, Policy 10c, Policy 16
54978	Policy 9
54979	Policy 14, Policy 16, Policy 17, Policy 19, Policy 22
54980	Policy 1, Policy 10a, Policy 6b
54981	Policy 13a
54982	Policy 14
54983	Policy 9, Policy 8
54984	Policy 8
54985	Policy 26, Policy 2
54986	Policy 22
54987	Policy 1, Policy 10e, Policy 23, Policy 26
54988	Policy 9, Policy 22, Policy 5
54989	Policy 19, Policy 21, Policy 22
54990	Policy 1, Policy 10a, Policy 23
54991	Policy 1
54992	Policy 11, Policy 14, Policy 6c
54993	Policy 2, Policy 9
54995	Policy 8, Policy 11
54996	Policy 2, Policy 5
54997	Policy 16, Policy 19, Policy 22
54998	Policy 3
54999	Policy 1, Policy 5, Policy 8, Policy 9, Policy 10c, Policy 16
55000	Vision/objectives
55001	Policy 22
55002	Policy 1, Policy 10a, Policy 23
55003	Policy 12a, Policy 12b
55004	Policy 14
55005	Policy 9
55006	Policy 8, Policy 9
55007	Policy 8
55008	Policy 22
55009	Policy 2
55011	Policy 22

<b>Rep ID</b>	<b>Policy reference</b>
55012	Policy 10a
55013	Policy 13d, Policy 13
55014	Policy 14
55015	Policy 9
55016	Policy 8
55017	Policy 5
55019	Policy 2
55025	Policy 9
55026	Policy 8
55035	Policy 9
55039	Policy 13a
55041	Policy 26
55042	Policy 22
55044	Policy 12a, Policy 13a
55046	Policy 9, Policy 11
55051	Policy 1, Policy 5, Policy 8, Policy 9, Policy 10c, Policy 16
55052	Policy 14, Policy 23
55057	Policy 9
55060	Policy 22
55061	Policy 1, Policy 2
55062	Policy 2
55063	Policy 16, Policy 17
55070	Policy 21, Policy 22
55071	Policy 2, Policy 3
55072	Policy 26
55073	Policy 16, Policy 17
55074	Policy 8, Policy 14, Policy 15
55075	Policy 13a, Policy 10c
55076	Policy 14
55077	Policy 9
55078	Policy 8
55079	Policy 2, Policy 5
55080	Policy 21, Policy 22
55084	Policy 1, Policy 5, Policy 8, Policy 9, Policy 10c, Policy 16
55085	Policy 9
55086	Policy 16, Policy 17, Policy 18
55087	Policy 8, Policy 14, Policy 15
55088	Policy 22
55089	Policy 14, Policy 28
55090	Policy 9, Policy 8
55091	Policy 8
55092	Policy 5
55093	Policy 22
55094	Policy 16, Policy 17, Policy 22

<b>Rep ID</b>	<b>Policy reference</b>
55095	Policy 9
55096	Policy 16, Policy 17
55097	Policy 8, Policy 14, Policy 15
55098	Policy 8, Policy 13a
55099	Policy 22, Policy 8
55100	Policy 9
55101	Policy 8, Policy 9, Policy 13a
55102	Policy 8
55103	Policy 19, Policy 22
55104	Policy 8, Policy 9, Policy 11
55107	Policy 1, Policy 5, Policy 8, Policy 9, Policy 10c, Policy 16
55108	Policy 1, Policy 5, Policy 8, Policy 9, Policy 10c, Policy 16
55110	Policy 16, Policy 17
55111	Policy 13c, Policy 14, Policy 15
55112	Policy 1, Policy 12a, Policy 12b, Policy 13a
55114	Policy 9
55115	Policy 8, Policy 1
55116	Policy 5
55118	Policy 8, Policy 9
55119	Policy 26
55120	Policy 16, Policy 17
55121	Policy 1, Policy 6b, Policy 9
55122	Policy 14
55123	Policy 9
55124	Policy 26, Policy 8
55125	Policy 5
55126	Policy 2, Policy 3, Policy 23, Policy 26, Policy 24a, Policy 24b
55127	Policy 9
55130	Policy 12a, Policy 12b
55132	Policy 9
55135	Policy 22
55136	Policy 2
55140	Policy 14, Policy 15
55141	Policy 22
55142	Policy 14
55144	Policy 7
55145	Policy 5, Policy 7, Policy 8
55148	Policy 5, Policy 26
55152	Policy 8, Policy 14
55153	Policy 9
55154	Policy 8
55155	Policy 5
55156	Policy 22
55157	Policy 1, Policy 10e, Policy 23, Policy 26

<b>Rep ID</b>	<b>Policy reference</b>
55159	Policy 16, Policy 17
55160	Policy 1
55161	Policy 1
55164	Policy 26
55167	Policy 2
55168	Vision/objectives
55169	Policy 16, Policy 17
55170	Policy 10a, Policy 12a
55171	Policy 12a, policy 12b, Policy 22
55172	Policy 8, Policy 14
55173	Policy 9
55174	Policy 8, Policy 17
55175	Policy 8, Policy 5
55176	Policy 22
55177	Policy 2, Policy 5, Policy 3, Policy 27
55178	Policy 12b, Policy 26, Policy 9
55179	Policy 16, Policy 17
55181	Policy 16, Policy 12a, Policy 12b
55182	Policy 14, Policy 12a
55183	Policy 9
55184	Policy 8
55185	Policy 22
55186	Policy 4a, Policy 4b, Policy 4c
55187	Policy 1, Policy 5, Policy 8, Policy 9, Policy 10c, Policy 16
55197	Policy 9, Policy 14
55198	Policy 16, Policy 17, Policy 22
55199	Policy 28, Policy 14, Policy 15
55200	Policy 12a, Policy 12b
55201	Policy 14, Policy 28
55202	Policy 9
55203	Policy 8, Policy 7
55204	Policy 5, Policy 22
55205	Policy 16, Policy 22
55206	Policy 2, Policy 22
55207	Policy 26
55208	Policy 17
55209	Policy 23, Policy 24
55213	Policy 8, Policy 7
55214	Policy 5
55227	Policy 9
55228	Policy 16, Policy 17
55229	Policy 1, Policy 17, Policy19, Policy 23, Policy 24
55230	Policy 8, Policy 11
55231	Policy 14



<b>Rep ID</b>	<b>Policy reference</b>
55232	Policy 9
55233	Policy 8
55234	Policy 6a, Policy 5
55235	Policy 19, Policy 22
55236	Policy 1, Policy 10e, Policy 23, Policy 26
55237	Policy 12a
55238	Policy 16, Policy 17
55239	Policy 1, Policy 10a
55240	Policy 13a, Policy 13b
55241	Policy 14
55242	Policy 1
55243	Policy 9
55244	Policy 5
55245	Policy 22
55247	Policy 22
55248	Policy 16, Policy 17
55252	Policy 9
55255	Policy 22
55257	Policy 1, Policy 5, Policy 8, Policy 9, Policy 10c, Policy 16
55258	Policy 1, Policy 5, Policy 8, Policy 9, Policy 10c, Policy 16
55259	Policy 23, Policy 13b, 13f
55260	Policy 22
55264	Policy 9, Policy 11
55266	Policy 5
55267	Policy 19, Policy 20
55268	Policy 9
55271	Policy 13a
55272	Policy 14, Policy 8
55274	Policy 9
55275	Policy 7, Policy 5
55277	Policy 22
55279	Policy 1, Policy 5, Policy 8, Policy 9, Policy 10c, Policy 16
55280	Policy 6a, Policy 9
55282	Policy 14, Policy 15
55284	Policy 6b, Policy 14, Policy 12a
55285	Policy 9
55288	Policy 16, Policy 21, Policy 22
55290	Policy 22
55292	Policy 1, Policy 10a
55293	Policy 1
55298	Policy 1, Policy 5, Policy 8, Policy 9, Policy 10c, Policy 16
55301	Policy 5, Policy 8, Policy 16, Policy 17, Policy 22
55302	Policy 13b
55303	Policy 16, Policy 17

<b>Rep ID</b>	<b>Policy reference</b>
55304	Policy 14
55305	Policy 12a, Policy 12b, Policy 15
55306	Policy 14, Policy 6b
55307	Policy 9
55308	Policy 2, Policy 8, Policy 7, Policy 5
55309	Policy 2, Policy 5
55311	Policy 2, Policy 3
55322	Policy 14
55323	Policy 12a, Policy 12b, Policy 29
55324	Policy 14
55325	Policy 26
55326	Policy 16, Policy 17
55327	Policy 3
55328	Policy 1
55329	Policy 8
55330	Policy 9
55331	Policy 8
55332	Policy 11
55333	Policy 22
55334	Policy 2, Policy 3
55335	Policy 16, Policy 22, Policy 9
55336	Policy 22
55339	Policy 14
55340	Policy 26
55344	Policy 19
55356	Policy 16, Policy 17
55360	Policy 9
55363	Policy 22
55365	Policy 16, Policy 14
55366	Policy 16, Policy 17
55367	Policy 1
55368	Policy 1, Policy 9
55369	Policy 14
55373	Policy 21, Policy 22
55374	Policy 1
55375	Vision/objectives
55378	Policy 13b
55385	Policy 9
55389	Policy 14
55391	Policy 14
55393	Policy 22
55395	Policy 9
55398	Policy 6a, Policy 11
55399	Policy 11

<b>Rep ID</b>	<b>Policy reference</b>
55400	Policy 9, Policy 11
55401	Policy 8, Policy 11
55403	Policy 21, Policy 22
55404	Policy 3, Policy 4a, Policy 4b, Policy 4c
55405	Policy 9, Policy 25
55406	Policy 16, Policy 17
55407	Policy 14, Policy 16
55408	Policy 29
55409	Policy 14
55410	Policy 9
55411	Policy 8
55413	Policy 19, Policy 22
55414	Policy 2
55415	Policy 9
55418	Policy 1
55420	Policy 6a
55421	Policy 8
55423	Policy 19, Policy 22
55425	Policy 9
55426	Policy 16, Policy 17
55430	Policy 9
55433	Policy 22
55435	Policy 13b
55436	Policy 16, Policy 17
55438	Policy 1
55439	Policy 14
55442	Policy 5
55443	Policy 22
55444	Policy 2
55446	Policy 22
55454	Policy 1, Policy 6a, Policy 11
55455	Policy 1, Policy 9
55456	Policy 22
55458	Policy 1, Policy 12a, Policy 12b
55460	Policy 9
55461	Policy 8, Policy 5
55462	Policy 23, Policy 24a, Policy 25, Policy 26
55463	Policy 5
55464	Policy 19, Policy 22
55466	Policy 1, Policy 2, Policy 10e, Policy 23, Policy 26
55467	Policy 1
55468	Policy 3
55469	Policy 23
55470	Policy 25

<b>Rep ID</b>	<b>Policy reference</b>
55471	Policy 25
55472	Policy 13f
55475	Policy 12a, Policy 12b
55476	Policy 12a
55477	Policy 9
55480	Policy 22
55481	Policy 1
55482	Policy 26
55483	Policy 16, Policy 17
55485	Policy 1, Policy 12a, Policy 12b
55486	Policy 14
55487	Policy 9
55488	Policy 8
55490	Policy 22
55491	Policy 2
55492	Policy 9, Policy 22
55495	Policy 1, Policy 12a, Policy 12b
55497	Policy 9, Policy 11
55500	Policy 16, Policy 22
55502	Policy 9
55503	Policy 16, Policy 17
55504	Policy 6a, Policy 6b, Policy 11
55505	Policy 1, Policy 23, Policy 26,
55507	Policy 9
55508	Policy 8
55509	Policy 5
55510	Policy 21, Policy 22
55511	Policy 1, Policy 10e, Policy 23, Policy 26
55512	Policy 10c
55513	Policy 16, Policy 21
55515	Policy 10c, Policy 12a, Policy 12b
55516	Policy 14
55517	Policy 9
55520	Policy 22
55521	Policy 3, Policy 16
55532	Policy 26
55533	Policy 16
55535	policy 13a
55536	Policy 7
55537	Policy 9
55539	Policy 26, Policy 30
55540	Policy 19, Policy 21
55541	Policy 1
55542	Policy 9, Policy 15

<b>Rep ID</b>	<b>Policy reference</b>
55543	Policy 16, Policy 22
55544	Policy 10a, Policy 12a
55545	Policy 12a, Policy 12b
55547	Policy 9
55551	Policy 1
55552	Policy 9
55553	Policy 22
55555	Policy 1
55556	Policy 14
55557	Policy 9
55558	Policy 8
55559	Policy 1
55560	Policy 22
55561	Policy 1
55563	Policy 13a, Policy 19
55564	Policy 22
55569	Policy 8
55571	Policy 19
55576	Policy 6a, Policy 13f
55578	Policy 9
55581	Policy 22
55582	Policy 2
55584	Policy 16, Policy 17
55587	Policy 17
55602	Policy 2, Policy 3
55603	Policy 1, Policy 5, Policy 8, Policy 9, Policy 10c, Policy 16
55604	Policy 8
55605	Policy 1, Policy 5, Policy 8, Policy 9, Policy 10c, Policy 16
55606	Policy 6a
55607	Policy 14
55608	Policy 1, Policy 9
55609	Policy 14
55610	Policy 9
55611	Policy 2, Policy 7
55612	Policy 1, Policy 8
55613	Policy 5
55614	Policy 11
55617	Policy 4c
55618	Policy 6a
55619	Policy 6a, Policy 6b
55620	Policy 7
55621	Policy 9
55622	Policy 9
55623	Policy 1, Policy 6a, Policy 11, Policy 12a, Policy 12b

<b>Rep ID</b>	<b>Policy reference</b>
55624	Policy 15
55625	Policy 1
55626	Policy 1, Policy 5, Policy 8, Policy 9, Policy 10c, Policy 16
55627	Policy 1
55628	Policy 26, Policy 6a, Policy 6b, Policy 9, Policy 20, Policy 11, Policy 19, Policy 13f
55629	Policy 17
55630	Policy 1, Policy 10a, Policy 10e, Policy 14
55631	Policy 13c, Policy 12a, Policy 12b, Policy 29, Policy 13d, Policy 13a
55632	Policy 14, Policy 28, Policy 23
55633	Policy 9
55634	Policy 8
55635	Policy 5
55636	Policy 16, Policy 17, Policy 19, Policy 21, Policy 22
55637	Policy 4c, Policy 3, Policy 18, Policy 11
55638	Policy 8, Policy 14
55642	Policy 13a, Policy 13b, Policy 13c, Policy 13d,
55649	Policy 13b
55650	Policy 13c
55651	Policy 13d
55652	Policy 10c, Policy 12b, Policy 15
55653	Policy 17
55654	Policy 1, Policy 10a, Policy 14
55655	Policy 1, Policy 10a, Policy 12a, Policy 12b
55656	Policy 14
55657	Policy 9
55658	Policy 8
55659	Policy 5, Policy 27
55660	Policy 16, Policy 22
55661	Policy 5, Policy 2
55662	Policy 1
55663	Policy 2
55664	Policy 3
55665	Policy 4a
55666	Policy 4b
55667	Policy 4c
55668	Policy 5
55669	Policy 6a
55670	Policy 6b
55671	Policy 7
55672	Policy 8
55673	Policy 9
55674	Policy 10a
55675	Policy 10b

<b>Rep ID</b>	<b>Policy reference</b>
55676	Policy 10c
55677	Policy 10d
55678	Policy 10e
55679	Policy 11
55680	Policy 12a
55681	Policy 12b
55683	Policy 13b
55684	Policy 13c
55685	Policy 13d
55686	Policy 13e
55687	Policy 13f
55688	Policy 14
55689	Policy 15
55690	Policy 16
55691	Policy 17
55692	Policy 18
55693	Policy 19
55694	Policy 20
55695	Policy 21
55696	Policy 22
55697	Policy 23
55698	Policy 24a
55699	Policy 24b
55700	Policy 25
55701	Policy 26
55702	Policy 27
55703	Policy 28
55704	Policy 29
55705	Policy 30
55706	Trajectories
55707	Policy 1
55708	Policy 1, Policy 5, Policy 16, Policy 17
55709	Policy 5
55710	Policy 5
55711	Policy 16, Policy 17
55712	Policy 1, Policy 12a, Policy 16, Policy 17, Policy 25, Policy 26
55714	Policy 2, Policy 5, Policy 9, Policy 13b, Policy 14, Policy 17, Policy 20, Policy 25, Policy 27
55715	Policy 1, Policy 5, Policy 13a, Policy 14, Policy 15, Policy 16, Policy 17
55716	Vision/objectives
55723	Policy 5
55724	Policy 22
55725	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c

<b>Rep ID</b>	<b>Policy reference</b>
55726	Policy 1
55727	Policy 16
55728	Policy 17
55729	Policy 18
55730	Policy 19
55731	Policy 20
55732	Policy 21
55733	Policy 10d
55734	Policy 10e
55735	Policy 12a
55736	Policy 12b
55737	Policy 13a
55738	Policy 13b
55739	Policy 13c
55740	Policy 13d
55741	Policy 14
55742	Policy 9
55743	Policy 8
55744	Policy 5
55745	Policy 2
55746	Policy 3
55747	Policy 4a
55748	Policy 4b
55749	Policy 4c
55750	Policy 23
55751	Policy 25
55752	Policy 26
55753	Policy 1, Policy 9, Policy 12a, Policy 12b, Policy 17
55754	Policy 29, Policy 12b
55756	Policy 9, Policy 10c, Policy 6b, Policy 13a, Policy 13d
55757	Policy 16, Policy 17, Policy 18
55758	Policy 10a, Policy 10b, Policy 10c, Policy 12b, Policy 25
55759	Policy 9, Policy 12a, Policy 13a
55760	Policy 8, Policy 14
55761	Policy 9
55762	Policy 5, Policy 8, Policy 1
55763	Policy 5
55764	Policy 21, Policy 22
55765	Policy 2, Policy 3, Policy 6a, Policy 11
55766	Policy 1, Policy 2, Policy 4a, Policy 4b, Policy 4c, Policy 5, Policy 25
55767	Policy 1, Policy 4c, Policy 5, Policy 13a
55768	Policy 25
55769	Policy 25
55770	Policy 13b



<b>Rep ID</b>	<b>Policy reference</b>
55771	Policy 5, Policy 6b, Policy 8, Policy 9, Policy 11, Policy 12a, Policy 16, Policy 23, Policy 26
55772	Policy 2, Policy 4a, Policy 4b, Policy 5, Policy 9, Policy 11, Policy 13a, Policy 13b, Policy 14, Policy 16, Policy 17, Policy 25
55773	Policy 13a
55774	Policy 22
55779	Policy 26
55780	Policy 5
55782	Policy 10e, Policy 23, Policy 26
55783	Policy 1, Policy 13a, Policy 26
55784	Policy 12a, Policy 12b, Policy 9, Policy 5, Policy 10c, Policy 14
55785	Policy 17, Policy 22
55786	Policy 6b, Policy 12b, Policy 23, Policy 25, Policy 26
55787	Policy 1, Policy 13a, Policy 23, Policy 26,
55788	Policy 4a, Policy 4b
55789	Policy 14, Policy 15, Policy 22, Policy 9, Policy 8, Policy 2
55790	Policy 9
55791	Policy 8, Policy 14
55792	Policy 5, Policy 8, Policy 27
55793	Policy 16, Policy 19, Policy 20, Policy 21, Policy 22, Policy 30
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56160	Policy 25
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56165	Policy 30
56166	Policy 1, Policy 23, Policy 27, Policy 22



## 6. Questions raised at online consultation events

This section records the questions asked by attendees at the following eight draft North East Cambridge Area Action Plan (NEC AAP) webinar Q&A online engagement events:

- [Q&A 1: About the Area Action Plan - 4 August 2020](#)
- [Q&A 2: Business, skills and training – 13 August 2020](#)
- [Q&A 3: Climate change and water – 17 August 2020](#)
- [Q&A 4: Open spaces and biodiversity – 26 August 2000](#)
- [Q&A 5: Homes and community facilities – 3 September 2020](#)
- [Q&A 6: Design and density – 9 September 2020](#)
- [Q&A 7: Walking, cycling, and reducing car use – 15 September 2020](#)
- [Q&A 8: About the Area Action Plan – 21 September 2020](#)

### Q&A 1: About the Area Action Plan - 4 August 2020

- Will any of the land be available for self-builders?
- Is there any intention or desire to make the area a low or ultra-low emissions zone?
- From the slide on headline figures – what's the definition of genuinely affordable with regards to the housing?
- Am I right in thinking that the houses will be located next to the current business units located in the science and business parks?
- Regarding cycling and walking infrastructure are you going to follow new government design guide LTN 1/20
- Re my earlier tweet on the 2016-2031 sports and leisure strategy for Cambridge and South Cambridgeshire, have you all read that plan and started considering how your development will meet the shortfalls of sports and leisure facilities esp swimming pool (large) and sports halls?
- What assessment have you made of previous large development as Cambridge has expanded (going back to Romsey Town in late 19<sup>th</sup> C, Rock Estate pre WWI, Chesterton interwar, Queen Edith's and Arbury post-war, and Orchard Park 21<sup>st</sup> C? What has worked? What has not?
- What percentage of the plots will be available for small building firms? How will you avoid a monoculture of bland blocks?
- How can residents stop it altogether?
- What are your plans to ensure the homes are built to an environmentally friendly standard and aren't at risk of overheating in summer? Will any of them be built to standards such as Passivhaus?
- Will there be electric car charging?
- Are you at all involved with the St Albans rec development? And if so, will the new houses be needed alongside your development?
- Have you learnt the lessons from the Great Northern Road by the station, where estate agents sold apartments with balconies only to open out onto what now one of the most polluted roads in Cambridge?

- What arrangements for pool car use will there be? What's the direction of travel for private transport use e.g. the rapid rise of electric scooters, much smaller electrical engines and new battery tech?
- Noise pollution – whether traffic to large music systems is a constant issue in local council problems. How will you design out this problem?
- What conversations have you had with local children and schools? Esp on street design, park design, playground design and housing design? What communal facilities do they want?
- Can vehicular access from to area to Chester Fen be considered? At present, it's really isolated to the wider area.
- What are the buildings in the older residential areas that pre-date large housing estates that are conspicuous by their absence in places like Gt Kneighton and Orchard Park and newly built estates? Ditto Cambourne – what are your lessons learnt? Have you evaluated the town and its history?
- Imaging you're looking at the site in 20 years' time with all the building work done and everyone having moved in. What does failure look like and how will you avoid such a scenario in your design and planning stages?
- Can we protect the neighbourhood from A14 via a green wall or similar? Ideally A14 would go into an underground tunnel near Cambridge but that's probably out of the question...
- Will any arrangements for the proposed metro be included in the design?
- Note the long-term plan on water stress is Cambridge to grow without increasing the total water use for the city. How are you going to contribute towards water saving given your high density? It is on public record that the tributaries of the River Cam are demonstrating symptoms of water stress.
- What kind of cycling parking will be provided for residents and visitors? Bike hangars and secure cycle hubs like Waltham forest? Anything else?
- What unique features will give it a sense of place? What counts as the Cambridge feel referred to?
- Discouraging car usage around the local area and Cambridge definitely has its merits, but for those that still need a car to (e.g.) visit family further afield, these 'anti-car' sentiments are rather off-putting. Will houses have sufficient parking spaces so that cars aren't pushed out to existing streets?
- How will you ensure carbon neutrality, not just in the use but in the build?
- Will buildings be timber framed, as recommended by the UKCCC?
- It was said that some of the housing would be for key workers – how will it be decided what job roles count as a key worker for such purposes?
- If residents want to specify a particular point – such as the point made about timber frames – how can residents get such a requirement included in the plan?
- Really excellent first digital consultation. Many thanks, everyone!

## **Q&A 2: Business, skills and training – 13 August 2020**

- Where can I find the typologies study referenced in the webinar?
- Where can I formally submit feedback on the draft North East Cambridge Area Action Plan consultation in relation to Business, skills and training?

### Q&A 3: Climate change and water – 17 August 2020

- Many moons ago (probably in the noughties), I attended a presentation at then New Hall College on a water management strategy for the area – what happened?
- In the letter to xx from the environment agency dated 7 August they say: The Environment Agency determines that current levels of abstraction are causing environmental damage. Any increase in use within existing licenced volumes will increase the pressure on a system that is already failing environmental targets. How do you reconcile development with an acknowledged lack of water resource?
- Can I be clear. The time frames for new water resource are far longer than the timeframe for development
- The current graphic shows someone holding a carrot. What provision will this development make for residents growing food, which is a key element of a low-carbon community? We need dedicated facilities including allotments and community gardens.
- green roofs don't cut it, sorry.
- St Neots was hit by flash flooding not so long ago. How will you deal with this now raised risk during summer?
- Will some of that water be collected to water the green spaces?
- Answer on growing food did not mention allotments, I am aware as a Parish Council our only MUST is to provide allotments – what are the City Council obligations?
- Follow up on food growing: 18k new residents in an urban extension would require 18 acres allotments (if following 2006 city local plan) to reflect Cambridge's existing well-used provision. I realise the NE development is not an urban extension, but it clearly needs significant provision especially given the absence of allotments in nearby Orchard Park. What growing area (in the ground, not roods) will there be?
- What requirement is being placed on developers to use low carbon construction materials to limit embedded carbon?
- Can you insist that RICS standards are met?
- For amusement, note that timber was used for the framework of the roof of York Minster after it burned back in the 80s. I would have thought that was a tall building?
- It's very often deep basements and underground car parks that require more concrete and embody more carbon. Will you refuse permission for these?
- So are heat pumps part of the planning?
- Reporting flooding from Central Government – [www.gov.uk/report-flood-cause](http://www.gov.uk/report-flood-cause)

### Q&A 4: Open spaces and biodiversity – 26 August 2000

- Areas connecting to did not mention the Mere Way.
- What interaction, if any, would you envisage with the adjoining allotment site?

- Kicking a ball about is fine on informal space, many sports need formal space that cannot go on a 3G pitch tennis, croquet, cricket, hockey
- These ideas seem excellent. Cynic might ask how confident are you that developers will take them fully on board? Some think planning authorities have no teeth...
- a little tongue in cheek, with the coming unitary South Cambs Council and SCDC and ECDC being parished would a parish council for the area be the right place to focus the management?
- Government paper on this slated for October and implementation by 2023
- Sorry xx see Orchard Park as this shows that a parish council is the right approach.

### **Q&A 5: Homes and community facilities – 3 September 2020**

- You save 40% target for affordable homes. But if a developer comes forward with a planning application for a parcel, and then claims the viability exclusion, you are powerless to [make] the 40% happen?
- As a planning authority you can only comment and approve/refuse the application in front of you, not the one you want the developer to submit.
- The blocks of flats that are on the plans are so tall and these have so many problems, like wind tunnels, lack of private spaces etc. This doesn't seem at all attractive
- Homes England have a parcel of Northstowe Phase 2 being entirely factory built as part of the government's policy to encourage this to happen, especially given the shortage of building skills in an expanding area like Greater Cambridge
- Can the AAP include a requirement for factory buildings as a means of quick and cheaper and better insulate dwellings?
- Given that flats will likely be a majority of the housing in the area, is there any plans to limit developers' proposed ground rents and service charges? These seem to have been hiking uncontrollably in recent developments.
- Cambridge Junction/Light Cinemas/Bowling in the south and Corn Exchange/Vue in the centre areas serve well those areas. Is there plans to promote such commercial entertainment sites as part of this development to benefit existing and future North of Cambridge population?

### **Q&A 6: Design and density – 9 September 2020**

- Will each block of flats have its own outside space/garden for residents?
- Can you comment on the need for lifts in high-rise and the problems with 1 person per lift in high-rise buildings recently?
- ...and more than one staircase per building.
- Without an improved and subsidised better public transport system, how are discouraged car owners going to get about?
- If there is a negative perception of high density living, it may be because of the experience at CB1 (e.g.) where there have been problems with noise,

disturbance between flats, poor/inappropriate use of green space. How will you manage / avoid this anti-social aspect?

- Have you considered external shading in view of the climate heating up and insulated buildings being hard to cool?
- You've spoken about the amount of outdoor space as if it's luxurious, yet I understand it's only a total of 10 hectares – about the same size as Jesus Green – in total. If there are about 18,000 people living there, and the space is divided into small chunks, that won't be much, will it. Please comment.
- What are the timescales for the supporting evidence documents, particularly in terms of Heritage and Townscape?
- What are the timescales for the supporting evidence documents, particularly in terms [of] Heritage and Townscape?
- Cannot find any reference to a waste management system for the residential and commercial properties.
- Is there any flexibility in terms of the location of proposed land uses in the AAP? (i.e. the location of residential / retail uses / district centres.)
- On car ownership, as opposed to use, 25% of people moving into new homes (for them) were said in the preparation of the local plan to be 'immigrants' that is people moving into the area from outside greater Cambridge. Many will have relatives etc. where they used to live and will need a car for the weekend trips visits – car sharing will not work for them.
- 25% may be too low given the expansion expected – airport wing as was Darwin Green Waterbeach.
- Cycle storage needs to be plentiful, easy to use, in the right place, but tends to be an ugly storage area – do you have design ideas about this? Will they be underground, as often in the city centre?
- But you are creating MORE jobs that will create MORE commuting in to the area. Change the balance to offer more housing and rather fewer jobs.
- You talk about multi-level development – and show sports fields on roofs etc. If it is developed piecemeal there'll be no way to make thoroughfares / walkways above ground level. Will you specify floor levels and desire lines so e.g. a walkway through and over Milton Road is accessible for wheelchairs / buggies at a higher level could be incorporated?
- What about public transport provision?
- Those that move in will choose the accommodation on various criteria, nearness to employment. However, in time they may change employment – on average every six years. But they will not move if the job is still in Cambridge. And vice versa people already outside NEC then changing to jobs on the site. You are being unrealistic. PLUS the site will be ultra-attractive to London commuters (if especially we move to one of two days a week commuting) and they will fill up. So, 8,000 houses with average of 1.5 earners per dwelling means at best 8,000 people will need to commute in at the start and this will increase.

#### **Q&A 7: Walking, cycling, and reducing car use – 15 September 2020**

- As a person who broke my back and pelvis a few years ago, I am unable to walk more than a short distance, I therefore require my car to get to work,

shops, etc. (I am not registered disabled though). I am a qualified Transport Manager and therefore always look for the most efficient means of transport. Why would reducing car use help me access work or services in any way at all? How would I get to other towns and villages locally without my car? Am I unwelcome in this new development?

- In due course I'd like to ask a question about management of displacement parking in neighbouring villages (Milton) and roads.
- Are COVID-19 related (transport) issues being explicitly factored into these plans (e.g.) a shift to work from home - so high-density development may be less favourable going forward?
- At what point in the future does the Council expect its Carbon reduction plan to produce a notable effect on the Global Climate? I understand that at best, even at net zero across the globe, this will not have any effect before 2100 at the earliest. How will the public be able to review this progress?
- What is planned for Mere Way?
- CB1 (North of Worts Causeway) development is planned with no cycle or walking connectivity to the surrounding houses, despite spaces having been left for exactly this purpose in the original estate layout. As you have just explained in detail, we cannot/must not build new areas without this sort of connectivity. Is there any mechanism that can and will be used to withhold planning permission until this is addressed?
- I understand land is being protected in case new provision becomes necessary to provide an alternative crossing over the Fen Road level crossing. Please can you indicate where that is likely to be?
- With 20k jobs and only 8k houses - assume 1.5 earners per dwelling (national average is 1) and take out 2000 commuting to London and spouses with jobs off site means 10k people commuting into area! This will require many people living some way from the site- even if only 25% commute by car, the whole concept is a nonsense
- There is a lot of support for a road bridge, rather than just pedestrian/cycle link across the railway and connecting to Chesterton Fen. This would make the route to the city centre/Chisholm Trail much safer for the high numbers travelling from NEC and free up the towpath for pedestrians as Fen Road would be more attractive for cycling. It would also help solve current issues with delays at the level crossing and anti-social driving in East Chesterton. Has a road crossing been looked at?
- Would the mobility hub include cycles appropriate for those with mobility issues e.g. e-bikes, tricycles?
- Will properties be actively marketed as suitable for no/low car ownership?
- Following on from xx query about properties being marketed for low-car ownership, will spaces in the car barns be free or paid for? In places where this has happened (e.g. Vauban in Freiburg, Germany) it successfully reduced car ownership levels to 164 vehicles per 1,000 people compared with 600 per 1,000 in the wider area.
- Yes - but if its affordable - people will want to move there, regardless of how many cars they own.
- As you say those moving there will know the type of site it is, so if you want to remain a two-vehicle dwelling you will live elsewhere and commute in.

- I also have a question from a Camcycle supporter on cycle theft - what consideration will be given to the security of parked bikes as the current high levels of theft are discouraging many people from cycling. Cambridge North has particularly high levels of theft.
- Indeed, people who can't get their staff to the Science Park easily, with easy parking, they will just move location. Many people come from far and wide to work, often with quick client meetings, etc. Not everyone wants or can work from home and live life on Zoom.
- Another concern is around the pedestrian/cycle links near CRC on King's Hedges Road. With a new cycle delivery hub here and a district centre how will car trips to the area be managed? The current junction is also very intimidating to people walking, cycling or using mobility aids - will this be improved for example removing road space/lanes to free up space for active travel and slowing car speeds?
- How many people currently work in the science park, and what is the modal share for commuting? How much does that need to shift to meet the (commendable) objectives in this plan?
- You've mentioned weekly Waitrose deliveries there - have deliveries coming into the site been included in the trip budget calculations or are all deliveries expected to go through the cycle logistics hub?
- The question about displacement parking was not answered live, in contact to what the comment says. . Sarah said there would be "other steps and other interventions" to control displacement parking. What would these be. We already have displacement parking for the CSP now.
- Can the cycle/walk bridge over Milton Rd be a 'green bridge like that on 'Mile End Rd', wide, with grass and trees rather than a narrow steel structure (Milton Rd could be much narrower) The underpass near the r'about will be very long and unpleasant
- Not a question, but: When decades ago I met with managers of the Science Park re 'sustainable travel' I was told, in all seriousness that the 'rental value of an 'office' was proportional to the number of car parking spaces available. Things have 'started' to change!
- Is bike theft a problem in the Netherlands, Amsterdam? If not, how do they manage that?
- Has the council ever considered building monorail systems that could literally go over the top of existing roads? It seems this whole development is about slowing people down, making things local, which could be great for some, as you say, but transportation should still be fast and efficient. The concentration on bikes and walking seems disappointingly , I realise it is very Cambridge, but I'm surprise the future is looking so slow, even the park and rides are tediously slow (and I'm only 44!).
- Would it not be better to have secure, controlled car barns outside the A14, to avoid people driving into the site.?
- I've seen a recent article claiming that the development will be amongst the most dense in terms of population in Europe. Higher than London. I'd this true? Does it suggest there is too much housing planned?
- Can you display the previous slide - with details?
- How does it compare to Orchard Park?



- I note you have skipped over my fundamental question on the balance of new jobs and dwellings
- And the impact this will have on travelling in.
- Thank you - you have been great.

#### **Q&A 8: About the Area Action Plan – 21 September 2020**

- Has a date been set for the members advisory group?
- Is there an opportunity to deliver more homes than the requirement to help affordability?
- OK - but what is the current Govt standard method MINIMUM figure if the next plan figure is not known yet?
- Is the Council able to target engagement on younger demographics and those which are not homeowners?
- Transport: can either of shared planning use powers to safeguard transport routes, especially walk/cycle routes?

Stantec consultants who are assessing water cycle for South Cambs have been working closely with developers Urban and Civic on Waterbeach plans which are funded by govt housing growth programme. Stantec are also presenting at OxCam Arc event later this year. Water Resources East set up by Anglian Water with board membership that is mostly corporate bodies have said that there will be no official consultation on Cambs water supply and that consultees on this will include bodies such as Inp Natural Cambs, board members of Natural Cambs include water companies and developers such as Urban and Civic and NGOs likely to receive funding for green landscapes prioritised? Who decides what is protected? How will you deal with seeming dominance of business interests and conflicts of interest? Will these be declared by those prioritising landscapes? Funding from water companies? Business interests? Just as Cllrs would have to do?

- Thanks for your time.
- How many people have attended this session?
- Many thanks. Very helpful.
- How can I ensure that when this particular submission is reviewed that known issues by the parish council and adjacent landowners are brought to the attention of the committee?
- In the consultation summer 2021, what exactly will be said about call for sites responses i.e. will decisions be made about some planning status e.g. some sites selected for further consideration?
- How might the Government's white paper on planning impact on the Local Plan process?
- Can further sites still be submitted for consideration?
- Can you say anything at this stage about how the need to plan for an aging population is being considered?
- Is this webinar going to be available to watch later?
- Yes, we will publish on the website
- How much employment land was put forward in the Call for Sites and how does this compare with first conversation need estimates?



- Will you consider sites put forwards for housing, for alternative uses (e.g. mixed use or employment)?
- As part of your evidence base will you be undertaking a greenbelt review?
- Does the assessed need for homes and non-residential space come from GCP itself or from national government? What are the overall targets for end of plan period and when is that?
- Can you give any indication on when the Site Assessment information referred to will be released?
- We have had a lot of difficulty accessing the interactive map and other documentation. In fact, it was totally unavailable over the weekend Has this been put right?
- I have seen the Cherry Hinton East submission and to my horror see that my house (which I've lived in since 1976) is earmarked for a rail station. Expecting me to wait for a year to make known my view is not acceptable. I have my mother 88 with dementia living with me and my civil partner is partially sighted.
- Will there be autumn workshops for agents, developers and landowners as well as the parish councils?
- Hi yes, these will be run for all stakeholders we have previously engaged with in workshops
- xx has indicated that the development of the right strategy will come first and the search for sites to fit will follow. When and how will the strategy be determined and published?
- It is taking a long time. Is there sufficient "in the bank", or will there be a planning blight, or a lack of control in the meantime?
- So far there is NO mention of the severe water shortage in Cambridge & Ely valley. If there is not enough water to support the existing population and the already approved plans there should be NO consideration of further homes being built. What are your plans to meet the water shortage?
- How will GCP take into consideration the govt current discussions over the new standard housing methodology in respect of the housing target for the new plan?
- Will all the sites submitted be assessed and will their conclusions be published?
- It sounds as though after selected preferred sites and consulting on them, those that make it through the process will be "invited" to make planning application - or some such process - are they any more likely then to get approval than a "cold " application which came through without going through this process?
- How will you approach communications with the public who do not have access to IT especially taking into account one of the usual avenues, libraries, are not accessible to the public and may not be for some time.
- One submission has a known legal issue that has not been highlighted in the submission. This is convenient preventing the land being used for anything other than agricultural use. How can I submit this information to the review panel as the submission is not painting the full picture?
- Will the choice of sites link in with transport planning, e.g. where the Metro might go?

- What accessible housing is planned for younger disabled people, who may have a family and need several bedrooms?
- If people are not flying into Cambridge any more, we won't need transient single rooms for Language students, Conferences, Internationals of any kind, and HUGE change to Tourism
- How does call for sites evidence correlate with landscapes known to have already been prioritised by Defra OxCam Arc Incp led by Environment Agency as Growth Corridor e.g. Gogs growth corridor given that Natural Cambs" scoping nature for investment" states OxCam Arc sites are funded by net gain offsetting. Notably exec Cllrs for planning and officers attend Nat Cambs meetings, plus there were two presentations on this particular Gogs corridor selected by planners at January's Local Plan debate.
- If you have considerably more sites proposed than land you need, will this give you greater ability to protect existing green belt from development?
- Do you have a defined list of criteria against which all the sites will be evaluated?
- In terms of timing how dependant is the Local Plan Strategy on the North East Cambridge AAP, should the AAP not follow the Local Plan?
- Will all site assessments be published or only the ones to be taken forward?
- Do you have time to pick up about the water availability issue?
- Will the questions and answers be published with the webinar?
- Hi all FAQs will be published on the website along with the webinar.
- Railways are there close consultations with developers of such as East West Rail development esp regarding infrastructure needs esp traffic. The effects can be massive and costly for villages on routes/developments planned
- Employment growth data which relates to this is being assessed by economic consultancy SQW Segal Quince and Wickstead key members of business group Cambridge Ahead. SQW worked on Cambridge Ahead's cluster data for CPIER and earlier prioritised GCP transport routes for Cambs CC and NIC. They are lead consultancy on Govt Gateway Review assessing govt growth funding? How will you deal with this conflict of interest?
- After the preferred sites are stated next year, in what stage would it be made available to tender for these sites, be it a green site or development site?
- What is the situation with current developer applications before the AAP is adopted? For example, the 'Chesterton Partnership' is expanding the area around Cambridge North and St Johns have a new application underway which includes some terrible cycle and walking facilities. Are there any restrictions on current developments if they fail to integrate with the proposed new AAP framework?
- Another question on a similar issue - what influence would the current plans for national planning e.g. dividing land into growth/renewal/protection have? Would this mean the local plan needs to be more specific than it has in the past?

**Appendix D: North East Cambridge Area Action  
Plan: text changes between draft plan and Proposed  
Submission versions - see part 2**