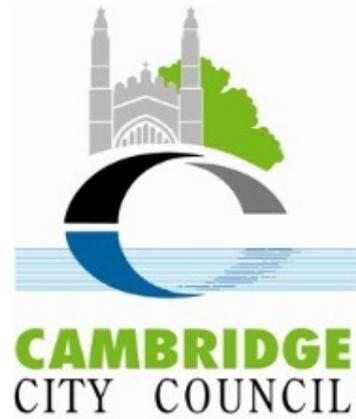


# **Sustainability Appraisal of the Cambridge Local Plan 2014**

## **Volume 1: Final Appraisal for Submission to the Secretary of State**

**March 2014**





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## PART ONE: NON TECHNICAL SUMMARY

Element of the SEA Directive Requirements that this section seeks to meet:

- A non-technical summary of the information provided under the above headings (Annex 1 j).

### Introduction

- 1.1 Sustainability Appraisal (SA) is a mechanism for considering and communicating the likely effects of a plan, and alternatives, in terms of sustainability issues, with a view to avoiding and mitigating adverse effects and maximising the positives. SA of Local Plans is a legal requirement<sup>1</sup>. The purpose of SA is to ensure that the potential sustainability effects of a plan are addressed through an assessment of the sustainability impacts of objectives, actions, policies, allocations and their alternatives at an early stage in plan preparation. Although local authorities aim to address these issues in Local Plans, opportunities for better supporting sustainability objectives and reducing conflicts can be missed. SA offers a systematic and robust way to check and improve plans during their development.
- 1.2 This SA Report constitutes the appraisal of the Cambridge Local Plan 2014. It brings together information from the following documents that were produced at the various stages in developing the Cambridge Local Plan 2014:
- June 2012 – Sustainability Appraisal Scoping Report for the Cambridge Local Plan, carried out by URS Limited;
  - May 2012 – Interim SA of the Issues and Options Report, carried out by URS Limited;
  - January 2013 – Issues and Options 2: Part 1 Interim Sustainability Appraisal, carried out by officers from Cambridge City Council and South Cambridgeshire District Council (includes SA of the Development Strategy and sites on the edge of Cambridge);
  - January 2013 – Interim SA Report 2. Issues and Options 2 Part 2 Site Options, carried out by URS Limited;
  - May 2013 – Further Joint Sustainability Appraisal of the Development Strategy carried out by officers from Cambridge City Council and South Cambridgeshire District Council and reviewed by independent consultants ENVIRON, contained within the report “Reviewing the Sustainable Development Strategy for the Cambridge Area”; and

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<sup>1</sup> The Town and Country Planning (Local Planning) (England) Regulations 2012 require that an SA Report is published for consultation alongside the ‘Proposed Submission’ Plan document.

- July 2013 – Appraisal of the Cambridge Local Plan 2014 – Proposed Submission, carried out by URS Limited.

1.3 The Cambridge Local Plan 2014, once adopted, will replace the Cambridge Local Plan 2006 and set out policies and proposals to guide future development and spatial planning requirements to 2031.

### **The SA Process**

1.4 It is a requirement that SA is undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004, which were prepared in order to transpose into national law the requirements of the EU Strategic Environmental Assessment (SEA) Directive<sup>2</sup>.

### **The Cambridge Local Plan 2014**

1.5 The Cambridge Local Plan, once adopted, will replace the Cambridge Local Plan 2006, setting out policies and proposals for future development and spatial planning requirements to 2031.

1.6 Working closely with South Cambridgeshire District Council, whose area wraps around the city, the draft Local Plan aims to find solutions to key challenges facing Cambridge. It establishes a high level vision that reflects the aspirations of residents, civic, academic and business communities. The vision feeds into specific crosscutting themes and objectives to tackle key challenges. The draft Local Plan then sets out a spatial strategy to deliver strategic priorities (some of these reflect national priorities but also includes priorities for Cambridge and Cambridgeshire). There are also area specific spatial frameworks for the areas of major change and opportunity areas within and on the edge of the city as well as the City Centre. Also included are allocations for land for development and more detailed delivery policies and more detailed delivery policies to achieve the strategic priorities through day-to-day decision taking on planning applications.

1.7 The draft Local Plan is essentially a pragmatic continuation of the 2006 development strategy, with adjustment to reflect the experience of delivery of that strategy and the current context for planning. It focusses on delivery and meeting Cambridge's needs and reflects how the current growth is changing the city and the new challenges this creates. There is an increased emphasis on securing further progress of sustainable development, supporting development which enables access to

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<sup>2</sup> Directive 2001/42/EC

sustainable modes of transport, and opportunities for area improvement and place making.

### ***Plan Objectives***

1.8 The 15 strategic objectives for the implementation of the draft Local Plan require all new development in Cambridge to:

1. contribute to the vision of Cambridge as an environmentally sustainable city, where it is easier for people to make a transition to a low carbon lifestyle. This means making best use of energy (including community energy projects), water and other natural resources, securing radical reductions in carbon emissions, minimising environmental impact and being capable of adapting to the impacts of climate change;
2. be highly water efficient, contribute to overall flood risk reduction through water sensitive urban design, and help to improve the quality of the River Cam and other water features in the city;
3. be of the highest quality, in terms of design excellence and innovation, addressing the development's impact upon its surroundings and embracing the principles of sustainable design and construction;
4. contribute to the positive management of change in the historic environment, protecting, enhancing and maintaining the unique qualities and character of Cambridge, including the River Cam corridor, the city's wider landscape and setting, and its designated and undesignated heritage assets for the future;
5. protect and, where appropriate, enhance the character and quality of the Cambridge skyline;
6. protect and enhance the landscape setting of the city, which comprises the Cambridge Green Belt, the green corridors penetrating the urban area, the established network of multi-functional green spaces, and tree canopy cover in the city;
7. protect and enhance the city's biodiversity, network of habitats and geodiversity;
8. meet the housing needs of the city within its sub-region, delivering an appropriate mix of housing types, sizes and tenures to meet existing and future needs, including affordable housing;
9. assist the creation and maintenance of inclusive, environmentally sustainable communities;
10. promote and support economic growth in environmentally sustainable and accessible locations, facilitating innovation and supporting Cambridge's role as a world leader in high education, research, and knowledge-based industries, while maintaining the quality of life and place that contribute to economic success;

11. support Cambridge's vibrant and thriving centres, with a varied range of shopping facilities in accessible locations that meet the needs of people living, working and studying in, or visiting, the city and its wider sub-region;
12. promote social cohesion and sustainability and a high quality of life by maintaining and enhancing provision for open space, sports and recreation, community and leisure facilities, including arts and cultural venues that serve Cambridge and the sub-region;
13. be located to help minimise the distance people need to travel, and be designed to make it easy for everyone to move around the city and access jobs and services by sustainable modes of transport;
14. ensure appropriate and timely provision of environmentally sustainable forms of infrastructure to support the demands of the city, including digital and cultural infrastructure; and
15. promote a safe and healthy environment, minimising the impacts of development and ensuring quality of life and place.

***What is the plan not trying to achieve?***

- 1.9 It is important to emphasise that the plan is strategic in nature. Even the allocation of sites should be considered a strategic undertaking, i.e. a process that omits consideration of some detailed issues in the knowledge that these will be addressed further down the line through the planning application process. The strategic nature of the plan is reflected in the scope of this SA Report.

**What is the scope of the Sustainability Appraisal?**

- 1.10 An important first step in the process involves establishing the 'scope', i.e. those sustainability issues which should be a focus of the SA, and those that should not. In order to establish the scope there is a need to answer a series of questions including:
1. What is the sustainability context?
    - Answering this question primarily involves reviewing government's National Planning Policy Framework (NPPF); however it is also important to 'cast the net wider' and consider messages from other plans, policies, strategies and initiatives.
  2. What is the sustainability baseline?
    - Answering this question involves reviewing available data to establish an understanding of the current state of the environment, community and local economy associated with the area.
- 1.11 A Scoping Report was published by the Council for consultation in June 2012 and the scope subsequently revised.

- 1.12 In terms of the sustainability context, the NPPF sets out the government's view of what sustainable development in England means in practice for the planning system and recognises that *"there are three dimensions to sustainable development: economic, social and environmental"*. It is, however, also important to review sustainability context messages set out elsewhere. This was done as part of the context review and findings are presented within the SA Scoping Report (see Part 3 of this SA Report).
- 1.13 The following is a brief summary of some of the sustainability baseline characteristics that were highlighted through the review.

***Environmental baseline characteristics***

- There are a range of different habitats in Cambridge supporting a variety of different species. There is a network of Local Wildlife Sites (City and County) which are deemed important in protecting and enhancing biodiversity across Cambridge;
- Cambridge has a high standard of Green Infrastructure<sup>3</sup> with particularly high provision in some wards to the north east and south west of the city; however there is a marked under-provision in some wards to the north and south.
- Cambridgeshire is categorised as an area of severe water stress with an average per capita water use of 151 litres per day; which is significantly above the 80 litres per day recommended in the Water Cycle Strategy<sup>4</sup>;
- The main areas of fluvial flooding in Cambridge are adjacent to the River Cam, Cherry Hinton/Coldham's Brook and East Cambridge Main Drain;
- The total carbon dioxide emissions for Cambridge including those from homes and businesses reduced by 9% between 2005 and 2009 (from 763,600 tonnes to 706,100 tonnes). Per capita emissions in this period reduced by 16% from 6.9 tonnes per person to 5.8 tonnes per person. The Council has set a working target to reduce its emissions by 20% between 2010/11 and 2015/16;
- The long history of settlement in Cambridge has resulted in a varied and rich townscape which contains a high concentration of historic assets. The varied character of Cambridge is evident in the large number of Conservation Areas that have been established to protect the distinctive character of different parts of the city.

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<sup>3</sup>*'Green infrastructure is the network of natural and man-made features such as open spaces, woodlands, meadows, footpaths, waterways and historic parks'.* (Cambridgeshire Horizons et al (2011) Cambridgeshire Green Infrastructure Strategy)

<sup>4</sup> Water Cycle Strategies examine water supply capacity, wastewater infrastructure, surface water drainage and flood risk management

### ***Social baseline characteristics***

- Housing affordability is an important issue for many groups; in particular, for key workers and those on lower incomes. In 2010, the ratio of wages to average house prices in the City was around 9.2 and many people who work in the city cannot afford to live there. As a result, large numbers of the employed population have to travel long distances from home to work with a high modal share of private car use;
- In 2009 there were 7,362 applicants on the Council’s Housing Register for Social Housing, an increase of 18% from 2008. With regards to the acute need for more affordable houses in Cambridge, it has been identified that 1,910 more affordable houses are needed per year; an increase of 220 since 2010;
- Cycling levels in Cambridge are amongst the highest in Europe. A large proportion of those that work and live in Cambridge cycle (36%) or walk (19%). The high proportion of cycling in Cambridge is encouraged by the compact and flat nature of the urban environment.

### ***Economic baseline characteristics***

- Cambridge has four important sectors that contribute to the local economy – higher and further education and the related research institutes, high-tech businesses, retail and tourism. These four sectors have proved relatively resilient to the recession and are recognised to have significant opportunity for growth;
- Cambridge is a prosperous city but it still has areas of deprivation, mainly to the east and north of the city with some areas identified within the 20% most deprived in the country;
- Many people living and working in Cambridge are amongst the most highly qualified in the country; however a significant proportion of economically active adults (16%) do not hold any qualifications at all.

1.14 The Scoping Report identified a list of 23 ‘sustainability issues’ that should be a particular focus of the SA. The sustainability issues are listed below for each of the sustainability topic headings that were used as the basis of scoping. These issues provide a methodological framework for the appraisal, ensuring it remains focused. These cover environmental, social and economic issues.

Sustainability topic (Thematic)	Sustainability issues
Communities and well-being	<ul style="list-style-type: none"><li>• Arrest the trend in increased deprivation particularly within wards to the north and east of Cambridge;</li><li>• Improve the health and well-being of Cambridge</li></ul>

Sustainability topic (Thematic)	Sustainability issues
	<p>residents and reduce inequalities in health particularly in the north and east of Cambridge;</p> <ul style="list-style-type: none"> <li>• Reduce inequalities in the educational achievement level of economically active adults and develop the opportunities for everyone to acquire the skills needed to find and remain in work;</li> <li>• Capitalise on the ethnic diversity of the city and its contribution to vibrant and inclusive communities;</li> <li>• Protect and enhance community, leisure and open space provision, particularly in wards anticipated to experience significant population growth including Trumpington, Castle and Abbey;</li> <li>• Ensure the timely provision of primary and secondary education in the locations where it is needed;</li> <li>• Increase delivery of affordable and intermediate housing, in particular one and two bedroom homes;</li> <li>• Ensure that the design and size of new homes meets the needs of the existing and future population, including the elderly, disabled people and those in poor health; and</li> <li>• Improve air quality in and around Cambridge City Centre AQMA and along routes to the city including the A14.</li> </ul>
Economy	<ul style="list-style-type: none"> <li>• Maintain and capitalise on Cambridge’s position as one of the UK’s most competitive cities;</li> <li>• Address pockets of income and employment deprivation particularly in Abbey Ward and King’s Hedges;</li> <li>• Capitalise on the value that language schools/specialist tutorial colleges contribute to the local economy, but balance this against the increased impact this may have on the housing market;</li> <li>• Ensure the provision of appropriate office space for small and growing high-tech businesses and</li> </ul>

Sustainability topic (Thematic)	Sustainability issues
	<p>research sectors;</p> <ul style="list-style-type: none"> <li>• Consider the need for high-tech headquarters and high-tech manufacturing;</li> <li>• Consider whether and how to address the on-going loss of industrial floorspace;</li> <li>• Encourage more sustainable growth of tourism which recognises the pressure it places on the city's transport infrastructure and accommodation needs;</li> <li>• Ensure the continued vitality and viability of the City Centre and safeguard the diversity of independent shops in areas such as along Mill Road;</li> <li>• Protect local shopping provision in district and local centres which provide for people's everyday needs; and</li> <li>• Ensure adequate provision of convenience shopping in the north west of Cambridge.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• Build on the high modal share of cycling in the City Centre and encourage cycling for journeys over one mile;</li> <li>• Reduce the use of the private car and ensure greater access to frequent public transport; and</li> <li>• Capitalise on the opportunity of new development to discourage private car use and promote the use of more sustainable forms of transport.</li> </ul>
Water	<ul style="list-style-type: none"> <li>• Ensure developments implement the highest standards of water efficiency and place no additional pressure on water scarcity in the region;</li> <li>• Improve the water quality of Cambridge's water courses in line with the Water Framework Directive requirements; and</li> <li>• Ensure new development takes sewerage infrastructure into account.</li> </ul>
Flood risk including climate change adaptation	<ul style="list-style-type: none"> <li>• Account for the potential environmental, economic and social cost of flooding for all development proposals;</li> <li>• Protect and enhance existing natural flood risk</li> </ul>

Sustainability topic (Thematic)	Sustainability issues
	<p>management infrastructure and ensure all development incorporates sustainable drainage systems to minimise surface water flood risk; and</p> <ul style="list-style-type: none"> <li>• Ensure that new and existing communities are capable of adapting to climate change with consideration given to the role of green and blue infrastructure as well as layout and massing of new developments.</li> </ul>
Landscape, townscape and cultural heritage	<ul style="list-style-type: none"> <li>• Ensure the protection and enhancement of the historic environment through appropriate design and scale of new development;</li> <li>• Actively promote the character and distinctiveness of the Conservation Areas; and</li> <li>• Ensure the scale of new development is sensitive to the existing key landmark buildings and low lying topography of the city.</li> </ul>
Biodiversity and green infrastructure	<ul style="list-style-type: none"> <li>• Maintain and build on the success of positive conservation management of local wildlife sites and SSSIs;</li> <li>• Maintain and improve connectivity between existing green infrastructure in order to provide improved habitats for biodiversity and ensure no further fragmentation of key habitats as a result of new or infill development;</li> <li>• Capitalise on the opportunity for green infrastructure to help Cambridge adapt to the threats posed by climate change (particularly flooding), and to improve water quality; and</li> <li>• Ensure new development does not impact on biodiversity including no further loss of biodiversity rich farmland to development.</li> </ul>
Sustainability topic (Spatial)	Sustainability issues
City Centre	<ul style="list-style-type: none"> <li>• Ensure the centre capitalises on the opportunities for growing business sectors;</li> <li>• Maintain and improve the quality of the centre as a place to live, work and spend leisure time, while ensuring a safe and welcoming environment; and</li> </ul>

Sustainability topic (Thematic)	Sustainability issues
	<ul style="list-style-type: none"> <li>• Ensure opportunities to reduce energy demand through renewable and low carbon technologies are maximised.</li> </ul>
North Cambridge	<ul style="list-style-type: none"> <li>• Address deprivation across quite expansive areas of the city's northern and north-eastern extents;</li> <li>• Address flood risk issues;</li> <li>• Capitalise on opportunities to encourage use of public transport and walking/cycling (including access to Cambridge Science Park);</li> <li>• Increase access to high quality open space, particularly within Arbury;</li> <li>• Support the achievement of identified priorities within the Chesterton/Ferry Lane and De Freville Conservation Areas;</li> <li>• Encourage high quality design and improve the quality of the public realm within some areas; and</li> <li>• Develop a coordinated policy with South Cambridgeshire District Council for the development of Northern Fringe East.</li> </ul>
South Cambridge	<ul style="list-style-type: none"> <li>• Address flood risk issues;</li> <li>• Consider the potential to address deprivation associated with areas to the East;</li> <li>• Work with developers to facilitate the achievement of successful new communities within the urban extensions;</li> <li>• Maintain and enhance open spaces and green space within the urban area and the Green Belt setting;</li> <li>• Support the achievement of identified priorities within Conservation Areas; and</li> <li>• Capitalise on opportunities to encourage use of public transport and walking/cycling.</li> </ul>
East Cambridge	<ul style="list-style-type: none"> <li>• Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting;</li> <li>• Address deprivation issues across quite expansive areas;</li> <li>• Maintain the character of particular</li> </ul>

Sustainability topic (Thematic)	Sustainability issues
	neighbourhoods; and <ul style="list-style-type: none"> <li>• Capitalise on opportunities to encourage use of public transport and walking/cycling.</li> </ul>
West Cambridge	<ul style="list-style-type: none"> <li>• Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting;</li> <li>• Maintain the exceptional character of the built environment and address priorities identified within the designated Conservation Areas; and</li> <li>• Capitalise on opportunities to encourage use of public transport and walking/cycling.</li> </ul>

**What has plan-making/SEA/SA involved up to this point?**

1.15 Plan-making has been underway since early 2011. In May 2012, Cambridge City Council produced an ‘Issues and Options’ document, which presented a variety of suggested policy approaches or options. At this stage an appraisal of alternative policies and broad location options was undertaken (see Section 4.3 of this SA Report). For example, the alternatives included the broad spatial strategy including the quantum of housing development, a key plan issue. Four options were presented as part of this Report, 12,700 new homes, up to 14,000 new homes, Up to 21,000 new homes and Up to 25,000 new homes. The SA identified the Options with up to 14,000 new homes to 2031 and the Option with up to 21,000 new homes to 2031 as generally performing best in terms of sustainability objectives. Since then the Council has determined the preferred growth quantum is 14,000 homes to 2031 as this represents a balanced approach to development considering its effects on affordable housing provision, landscape/townscape and biodiversity, the extent of release of land from the Green Belt and the economy. Other alternatives included the broad locations for future development as well as alternatives relating to water efficiency and biodiversity enhancement for example. Further detail on the assessment of alternatives is presented in Sections 4.3 and 4.5 of this SA Report.

1.16 In late 2012 and early January 2013, the Council identified a number of site allocation options and prepared an ‘Issues and Options 2’ document which set out the Council’s preferred approach to site allocations. Site allocations within Cambridge were identified solely by Cambridge City Council while those at the edge of Cambridge in the Green Belt were identified jointly with South Cambridgeshire District Council. For sites on the edge of Cambridge in the Green Belt, in order to undertake appraisal, a strict ‘appraisal criteria’ methodology was developed through

joint working with South Cambridgeshire District Council to ensure a common approach. For the sites within Cambridge, a separate appraisal criteria methodology was produced. In both cases, the methodology incorporated a number of sustainability criteria, for example, the distance to nearby community infrastructure; proximity to sensitive habitats such as a local nature reserve; and distance to community facilities such as a health centre or outdoor sports facility, to allow an integrated approach to Sustainability Appraisal of sites. Further detail on the assessment of sites is provided in Section 4.4 of this SA Report.

- 1.17 Following on from appraisal and consultation it was decided to take a total of 43 sites forward into the Proposed Submission Draft Local Plan. Of these, 26 are for residential development, 9 for mixed-use, 4 for employment related uses, 3 for University related development and 1 for residential moorings. Of these allocations, four small sites have been identified as needing to be released from the Green Belt in order to meet the objectively assessed needs of the city.
- 1.18 Since the Interim SA/Issues and Options consultation, Cambridge City Council has been working closely with South Cambridgeshire District Council on the Development Strategy for the Cambridge area, as discussed in further detail in Section 4.2 of this SA Report and in the paper “Reviewing the Sustainable Development Strategy for the Cambridge Area” (2013). The work on assessing this Strategy has been undertaken in light of the SA topics/objectives/issues identified through SA Scoping by both Councils. This work built upon consultation on whether the current development strategy remained the soundest basis for development in Cambridge and South Cambridgeshire for the period to 2031 as part of both Councils Issues and Options and Issues and Options 2 Reports. SA driven analysis looked at the implications of focussing on different stages of the development sequence (Cambridge urban area, edge of Cambridge, new settlements, more sustainable villages, and less sustainable villages). In outline:
- The benefits of utilising land within the urban area of Cambridge and the re-use of previously developed land and reducing the need for greenfield development. It also delivers housing closest to the highest concentration of jobs, services and facilities;
  - Development on the edge of Cambridge is the next closest option to the city, but would require the use of greenfield land in the Green Belt. The purposes of the Cambridge Green Belt recognises the qualities and importance of the area for the landscape and townscape setting of the city. The Green Belt review has shown that significant additional development would be detrimental to these purposes;
  - New settlements offer the opportunity to focus development in a way that could support the delivery of new services, facilities and employment to meet the needs of residents. Whilst there would still be travel to Cambridge, they offer a

higher degree of self-containment than more dispersed strategies, although they would also focus traffic into specific corridors;

- Village based strategies would disperse growth. It may enable incremental improvements to existing services and transport, but would provide less focus for delivery of high quality services and could put pressure on existing village services where expansion could be challenging. There would be less access to high quality public transport, and the modal share of travel by car would be higher.

### **What were the appraisal findings of the Proposed Submission Local Plan**

1.19 The appraisal of the Proposed Submission Local Plan is presented within Section 4.6 of this SA Report. The following provides a summary of the appraisal findings:

- Overall the plan would lead to **significant positive effects** in terms of the **climate change mitigation and renewable energy** SA objectives. The plan would require new development to incorporate a high level of emissions reductions and in due course lead to zero carbon development; whilst other policies would contribute to reducing the environmental impact of existing development (through retrofitting).
- Construction materials would be reused and recycled helping reduce emissions used in the mining and manufacturing of new construction materials. Transport improvements would help encourage the use of more sustainable transport modes such as walking, cycling and public transport; and development would be suitably located in order to reduce the need to travel. In combination, all of these policies should lead to **significant positive effects** in terms of the **climate change mitigation and renewable energy** SA objective to reduce emissions and increase energy efficiency.
- The plan should lead to **significant positive effects** in terms of encouraging **economic** growth through capitalising on the four strengths of Cambridge's economy: higher and further education and the related research institutes; high-tech business; retail; and tourism. The plan proposes sustainable growth in all of these sectors and includes criteria to protect against negative or undesirable effects. Development in research and high-tech sectors should improve Cambridge's competitiveness in terms of business, whilst retail growth and tourism development should increase the City's attractiveness to shoppers, visitors and tourists. Support for the universities and specialist tutorial colleges/language schools would also increase their value in the local economy providing that suitable accommodation is provided.
- Policies in the Local Plan do not allow for development to increase **flood risk** and they also seek to improve the baseline situation through infrastructure provision which should have **positive effects**. Gardens and open spaces should be protected which will help protect against flood risk. SuDS schemes and multi-functional green and blue infrastructure should provide links and routes for species to migrate.

- Encouraging sustainable design techniques in order to capture solar gain during winter and provide natural ventilation and cooling in the summer should help protect against heat stress for people, particularly vulnerable people. Measuring against the baseline situation, the plan should lead to **significant positive effects** in terms of **climate change adaptation** and flood risk by ensuring that new development is resilient to climate change and contributes towards reducing flood risk across the City. ‘Climate-proof’ species and planting should ensure that landscaping is tolerant to heat and drought and also saturation. Protecting open space, trees, gardens and natural areas should have **positive effects** and help mitigate the urban heat island effect through encouraging transpiration, ‘urban cooling’ and providing shade.
- In spite of the scale of new development proposed, taken as a whole the policies presented in the Local Plan are expected to result in **positive effects** in terms of the **landscape, townscape and cultural heritage** objectives. The plan contains a number of policies that should continue to provide a good level of protection to the designated Conservation Areas, Listed Buildings and heritage assets in Cambridge.
- Overall the policies in the Plan are expected to have **positive effects** in terms of the **transport** objectives. In particular the overall development strategy for the location of residential development seeks to ensure that new residential development is located in and around the urban area of Cambridge which should capitalise on the opportunity for new residential development to discourage private car use and encourage more sustainable modes of transport.
- Taken together, the policies set out in the Local Plan are likely to result in no net loss of **biodiversity** despite the scale of new development proposed and could lead to **positive effects**; with **significant positive effects** in terms of **green infrastructure**. Of importance is the Plan’s focus on directing development to urban areas and brownfield sites, protecting biodiversity in the wider landscape and designated areas, and encouraging and protecting biodiversity in the built environment.
- Given that Cambridge is likely to deliver large amounts of growth over the plan period, particularly in terms of residential development, it is important that the Plan pays close regard to preserving **water** supply and quality in the City. On the whole, the Plan incorporates strong requirements for new development to incorporate water efficiency measures and to adopt a water sensitive approach and is likely to lead to **positive effects**.
- Cambridge is an area facing significant changes in the future, and so development over the plan period must be capable of addressing the new and expanding demands that will be placed on the City and its infrastructure if current levels of **community and wellbeing** are to be maintained and improved. On the whole the plan is successful in this regard, with a number of policies addressing the protection of existing community facilities, although some policies could be strengthened in this respect; and the provision of new facilities to address emerging needs, including the securing of finances where appropriate. One of the most significant issues facing the City today and in future is that of housing. The Plan seeks to meet the identified housing need as set out in the

Strategic Housing Market Assessment (SHMA); as such it should lead to **significant positive effects**.

- The policies set out to address development in the **City Centre** Functional area, or that may have an effect on it through their general provisions, are on the whole likely to result in **positive effects**. This is as a result of a balancing of both the need to grow the local economy to take full advantage of the opportunities presented, and the need to protect and enhance the centre's assets, community, and infrastructure from the impacts of development and future demographic and economic change.
- The Local Plan has been appraised to lead to **significant positive effects** in terms of most of the sustainability objectives identified in the **North Cambridge** Functional Area. The level of growth proposed at the Northern Fringe East and the associated transport improvements at Cambridge Science Park Station should help to achieve modal shift and lead to employment opportunities, particularly for those in the north east of the Functional Area that are amongst the most deprived in the City.
- The Local Plan has been appraised to lead to **significant positive effects** in terms of the relevant sustainability objectives in the **South Cambridge** Functional Area. The level of growth proposed and the associated community infrastructure should lead to the delivery of successful new communities that are integrated with other areas, particularly those in the east that are generally more deprived. Development requiring the release of the Green Belt is subject to policies that mitigate for the loss of land by improving the quality and public access to open space whilst ensuring there is no residual adverse landscape or visual impact.
- The Local Plan has been appraised to lead to **significant positive effects** in terms of most of the sustainability objectives identified in the **East Cambridge** Functional Area. The level of growth proposed at sustainable locations should help address deprivation and encourage use of sustainable modes of transport. The Opportunity Area policies and wider design policies should ensure that the character of neighbourhoods is maintained and enhanced. Plan policies seek to protect and enhance the quantity and quality of open space provision and the creation of a new urban country park should improve access to and quality of provision.
- Both the policies put forward to address the development issues of **West Cambridge** specifically, and those wider policies of particular relevance to development in this area, are considered likely to result in **positive effects** overall. This is due to an appropriate balancing of growth and protection, with development only to be brought forward where it is demonstrated that social and environmental assets are to be preserved or enhanced.

### **Recommendations to mitigate negative effects and maximise positive benefits**

- 1.20 The table below sets out the recommendations for mitigating negative effects and maximising positive benefits identified as part of the appraisal of the Proposed Submission Local Plan. Please note that some of these recommendations have been taken on board by the Council and are reflected in the Proposed Submission Draft

Plan. Full details of how these recommendations have been incorporated can be found in section 4.6 of this SA Report.

SA Topic	Policy	SA Recommendation
Climate Change Mitigation and renewable energy	Policies in Section Four: Responding to Climate Change and Managing Resources	Work closely with applicants to ensure that design features, mitigation and infrastructure is implemented as fully as possible, given viability constraints.
Economy		Ensure that new employment areas have strong transport links to Kings Hedges and Abbey Ward areas so that residents of these income and employment deprived areas can take advantage of new employment opportunities elsewhere in the City. It is notable that no policy is directed specifically at addressing problems of deprivation in these areas, albeit it is recognised that Cambridge is a compact City and hence wherever employment is located it will be relatively easy to access by public transport or bicycle.
Transport	Policy 81 (Mitigating the Transport Impact of Development)	The policy could be strengthened and reworded to make it clearer what type of infrastructure the financial contributions would be used for. This policy would better support the transport objectives if these contributions were to be directed towards sustainable transport infrastructure.
Transport	Policy 56 (Creating Successful Places)	The policy could be reworded to emphasise the need for proposals to be accessible by sustainable modes of transport such as through the inclusion of foot / cycle paths and public transport.
Biodiversity		Encourage additional focus on prioritising brownfield development.
Biodiversity	Policy 8 (Setting of the City)	Increased consideration of the role that new or existing green space can play as part of the wider ecological network of the City, including as green infrastructure (promoting the Cambridgeshire Green Infrastructure Strategy).
Biodiversity	Policy 35 (Protection of Human Health from Noise and Vibration)	Highlight the need to consider the impacts of noise on wildlife in addition to human health.
Biodiversity	Policy 52 (Protecting Garden Land and the Subdivision of Existing Dwelling Plots)	Encourage consideration of the wildlife value of gardens.
Biodiversity	Policy 67 (Protection of Open Space)	Ensure that replacement green space is positioned with reference to the City's wider green infrastructure network in order to maximise benefits.
Water	Policy 27 (Carbon	Strengthen the call for increased water efficiency

SA Topic	Policy	SA Recommendation
	Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use)	in new development by removing the conditions relating to technical and economic viability.
Water	Policy 32 (Flood Risk)	Encourage flood risk management in new development to take into account the role SuDS can play in reducing the pollution of watercourses.
Community and Wellbeing	Policy 9 (The City Centre)	Policy could perhaps go further in terms of explicitly requiring that development proposals in the City Centre take into account and reflect identified needs associated with the local community.
Community and Wellbeing	Policy 73 (Community and Leisure Facilities)	Include criteria setting out conditions that would apply should development result in the loss of educational and healthcare facilities.
Community and Wellbeing	Policy 29 (Renewable and Low Carbon Energy Generation)	Broaden considerations of the impact of renewable and low-carbon energy generation to include all forms of energy infrastructure.
Community and Wellbeing	Policy 83 (Aviation Development)	Make explicit the need to consider the potential health impacts of aviation development at Cambridge Airport.
City Centre	Policy 6 (Hierarchy of Centres and Retail Capacity)	The supporting text for Policy 6 could be strengthened to explain how monitoring of retail and leisure capacity will be managed in the period beyond 2022.
City Centre	Section 3	Provide details on how the economic impacts of site allocations that result in the loss of employment space will be identified and addressed.
City Centre	Section 3	Make explicit the need to create a safer and improved environment for cyclists in a number of the centre's Opportunity Areas.
City Centre	Section 3	Require development proposals in a number of the centre's Opportunity Areas to promote and prioritise the use of sustainable forms of transport.
City Centre	Policy 27 (Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use)	Ensure that 'major' development in the Strategic Heating area is defined and that conditions are only relaxed where there is a 'significant' impact on viability.
North Cambridge		Ensure that open space infrastructure spending from development in the North Cambridge area goes towards quality improvements in areas of deficiency; particularly Arbury.
North Cambridge	Policy 85 (Infrastructure Delivery, Planning Obligations and the	Prioritise remodelling the High Street in the Chesterton and Ferry Lane Conservation Areas as an infrastructure scheme in Policy 85 in order to

SA Topic	Policy	SA Recommendation
	Community Infrastructure Levy)	reduce heavy traffic and restore the historic character of the areas.
East Cambridge		Ensure that transport links and the new multi-modal transport interchange at the rail station allow new employment opportunities surrounding the train station to be accessed by deprived areas in Abbey Ward.
West Cambridge	Policy 18 (West Cambridge Area of Major Change)	Ensure that peripheral employment sites incorporate social spaces.
West Cambridge	Policy 18 (West Cambridge Area of Major Change)	Make explicit the need for the provision of publically accessible green space and biodiversity protection in the West Cambridge Area of Major Change.
West Cambridge	Policy 19 (NIAB 1 Area of Major Change)	Call for a comprehensive transport strategy to be produced alongside development proposals in the NIAB 1 Area of Major Change.
West Cambridge	Policy 19 (NIAB 1 Area of Major Change)	Ensure that development proposals in the NIAB 1 Area of Major Change take into account the area's noise pollution and footpath related constraints.

### What are the next steps (including monitoring)?

- 1.21 Following on from consultation on the Proposed Submission Local Plan and its accompanying SA Report, the Council has produced a schedule of key issues raised and a schedule of proposed minor changes to the plan, which will be submitted to the Planning Inspectorate as part of the examination of the plan. The proposed changes are predominantly to address issues of clarity in policy of supporting text wording. No site is proposed to be deleted or amended and new sites are proposed to be added. Given their nature, these proposed changes are not considered to materially alter the findings of the SA process.
- 1.22 The Local Plan will now be submitted to the Secretary of State for examination. At examination, a Planning Inspector will consider the soundness of the Local Plan, taking into account the Council's evidence base, the findings of this SA Report and representations made to the Proposed Submission Draft Plan. If the plan is found to be 'sound', the Plan will be formally adopted by the Council.
- 1.23 A further requirement of the SEA Directive is that the SA Report should include a description of the measures envisaged concerning the monitoring of significant effects. In light of the appraisal findings, it is proposed that this is the same as the monitoring and implementation schedule set out in Appendix M of the Proposed Submission Draft Local Plan and included within Section 4.8 of this SA Report.

## **PART TWO: INTRODUCTION**

### **2.1 BACKGROUND TO THE SUSTAINABILITY APPRAISAL**

2.1.1 This Sustainability Appraisal (SA) Report constitutes the appraisal of the Cambridge Local Plan 2014. It brings together information from the following documents that were produced at the various stages in developing the Cambridge Local Plan 2014:

- June 2012 - Sustainability Appraisal Scoping Report for the Cambridge Local Plan, carried out by URS Limited;
- May 2012 – Interim SA of the Issues and Options Report, carried out by URS Limited;
- January 2013 – Issues and Options 2: Part 1 Interim Sustainability Appraisal, carried out by officers from Cambridge City Council and South Cambridgeshire District Council (includes SA of the Development Strategy and sites on the edge of Cambridge);
- January 2013 – Interim SA Report 2. Issues and Options 2 Part 2 Site Options, carried out by URS Limited;
- May 2013 – Further Sustainability Appraisal of the Development Strategy carried out by officers from Cambridge City Council and South Cambridgeshire District Council contained within the report “Reviewing the Sustainable Development Strategy for the Cambridge Area”; and
- July 2013 – Appraisal of the Cambridge Local Plan 2014 – Proposed Submission, carried out by URS Limited.

SA is a mechanism for considering the impacts of a draft plan approach, and alternatives to that approach, in terms of key sustainability issues, with a view to avoiding and mitigating adverse impacts and maximising positive benefits.

2.1.2 This section of the SA Report sets out the background to why sustainability appraisal is carried out, the requirements that must be met within the SA Report, the structure of the report and who carried out the appraisal work. It also includes an outline of the content and main objectives of the Cambridge Local Plan 2014.

### **2.2 SA EXPLAINED**

2.2.1 It is a legal requirement that SA is undertaken in-line with the procedures prescribed by the EU Strategic Environmental Assessment (SEA) Directive<sup>5</sup>. A key requirement of the Directive is that a report (hereafter referred to as the SA Report) be published alongside the draft plan that “identifies, describes and evaluates’ the likely significant effects of implementing the plan or programme, and reasonable alternatives”. This SA Report meets the requirements of the Directive as well as the requirements of the Planning and Compulsory Purchase Act 2004 and the SEA Regulations<sup>6</sup>.

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<sup>5</sup> Directive 2001/42/EC ‘The SEA Directive’

<sup>6</sup> Statutory Instrument 2004 No 1633: The Environmental Assessment of Plans and Programme Regulations 2004

- 2.2.2 The purpose of SA is to ensure that the potential sustainability effects of a plan are addressed through an assessment of the sustainability impacts of objectives, actions, policies, allocations and their alternatives at an early stage in plan preparation. Although local authorities aim to address these issues in Local Plans, opportunities for better supporting sustainability objectives and reducing conflicts can be missed. SA offers a systematic and robust way to check and improve plans during their development.
- 2.2.3 Annex 1 of the SEA Directive prescribes the information that must be contained within the SA Report. Table 2.1 below sets out these requirements and provides a signpost to where this information is contained within this SA Report.

**Table 2.1:** Requirements of the SEA Directive

<b>ENVIRONMENTAL REPORT REQUIREMENTS (Annex 1 of the SEA Directive)</b>	<b>SECTION OF THE SUSTAINABILITY APPRAISAL</b>
a) An outline of the content, main objectives of the plan or programme and relationship with other relevant plans or programmes;	Part 1 Non Technical Summary Part 2 (Section 2.7 – Local Plan Context) Part 3: Scoping Report
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	Part 3: Scoping Report
c) The environmental characteristics of areas likely to be significantly affected;	Part 3: Scoping Report
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC <sup>7</sup> ;	Part 3: Scoping Report
e) The environmental protection objectives, established at an international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;	Part 3: Scoping Report
f) The likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage, including architectural and archaeological heritage, landscape and the interrelationships between the above factors;	Part 4: Results of the Sustainability Appraisal and the Proposed Monitoring Strategy (Sections 4.2, 4.3, 4.4, 4.6)
g) The measures envisaged to prevent reduce and	Part 4: Results of the Sustainability

<sup>7</sup> 79/409/EEC The Birds Directive  
92/43/EEC The Habitats Directive

as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	Appraisal and the Proposed Monitoring Strategy (Sections 4.2, 4.3, 4.4, 4.6)
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken and any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Part 4: Results of the Sustainability Appraisal and the Proposed Monitoring Strategy (Sections 4.2, 4.3, 4.4, 4.5 and 4.7)
i) A description of the measures envisaged concerning monitoring in accordance with Article 10;	Part 4: Results of the Sustainability Appraisal and the Proposed Monitoring Strategy (Section 4.8)
j) A non-technical summary of the information provided under the above headings.	Part 1: Non Technical Summary
<b>Consultation:</b> Authorities with environmental responsibility and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme.	Part 2: Introduction Part 3: Scoping Report Part 4: Results of the Sustainability Appraisal and the Proposed Monitoring Strategy

2.2.4 The SA process is based on a five stage approach, aligned with the production of local plans. This process allows for an iterative approach to plan-making, which is followed throughout the various stages in developing the Cambridge Local Plan 2014 as illustrated in Figure 1 below.

2.2.5 **Stage A** involves reviewing evidence to identify the draft SA Framework and gathering further evidence through consultation in order to finalise the SA Framework. In doing so, the scope of the SA can be determined, and this culminates in the production of a Scoping Report, as described in Part 3 of this report.

2.2.6 **Stage B** involves appraising the draft Plan Issues and Options against the SA Framework. Recommendations can then be made to minimise any negative impacts and enhance positive outcomes. Measures to monitor plan impacts are also put forward at this stage. This is followed by **Stage C**, which is the reporting of SA findings, through the production of Interim SA Reports and Final SA Reports. The findings of the SA are also made available for consultation, under **Stage D** of the process. The final stage in the process, **Stage E**, involves monitoring the implementation of the plan post adoption, including any 'likely significant effects' as predicted by the SA. Stages B through to E are described in more detail in Part 4 of this SA Report.

**Figure 1: The iterative plan-making/SA process**



## 2.3 STRUCTURE OF THIS REPORT

2.3.1 This SA Report consists of four parts as follows:

- **Part 1: Non Technical Summary** – this section provides a summary of the information contained within Parts 2 through to 4 of this SA Report;
- **Part 2: Introduction** – this section sets the context for the SA, providing an outlined of the contents and main objectives of the Local Plan, and identifying where the requirements of the SEA Regulations have been met within the SA Report;
- **Part 3: Scoping Report** – this section sets out the scope of the SA, baseline data, the sustainability objectives and targets of relevant documents, key sustainability issues and the assessment framework to be used to assess the Local Plan;
- **Part 4: Results of the Sustainability Appraisal and the Proposed Monitoring Strategy** – this section sets out the assessment undertaken at the various different stages of development of the Local Plan, identifies the significant environmental effects of the Local Plan and proposes a strategy for monitoring significant effects.

2.3.2 As highlighted in Table 2.1 above, the SEA Directive sets out a legal assessment process that must be followed. In light of this, this SA Report clearly sets out the relevant requirements of the SEA Directive and explains how these have been satisfied. In particular, the SEA Directive requires that ‘reasonable alternatives’ – or options – are identified, described and evaluated taking into account “the objectives and geographical scope of the plan or programme”.

### Signposting

For ease of access, where the SEA Directive or Regulations require a specific task to be completed, or information to be present, there will be signposted boxes, similar to this, that highlight which aspect of the Directive or Regulations have been met by that section.

## 2.4 WHO CARRIED OUT THE SA

2.4.1 For the most part, work on this SA Report has been carried out by independent consultants URS Limited, with support from officers within the Council’s planning policy team. The SA of the emerging Development Strategy and sites on the edge of Cambridge was undertaken jointly by officers from Cambridge City Council and South Cambridgeshire District Council, alongside South Cambridgeshire District Council’s sustainability appraisal consultants ENVIRON. The collation of all the stages of the SA into this SA Report was undertaken by Cambridge City Council.

## 2.5 CONSULTATION ON THE SA

2.5.1 In accordance with the requirements of the relevant regulations, consultation has been carried out during a number of stages in the preparation of this SA Report, as

highlighted in Figure 1 above. The interim stages of the SA were published for consultation alongside the relevant stage in the preparation of the Local Plan, with consultations lasting for a minimum of six-weeks. More detail on these consultations can be found in Parts 3 and 4 of this SA Report.

## 2.6 HABITATS REGULATIONS ASSESSMENT

2.6.1 Habitats Regulations Assessment (HRA) is required under the EU Habitats Regulations (92/43/EEC) and the Conservation of Habitats and Species Regulations 2010 and is an assessment of the potential effects of a proposed plan in combination with other plans and projects on one or more European sites, Natura 2000 sites and Ramsar Sites. The Habitats Directive promotes a hierarchy of avoidance, mitigation and compensatory measures. First, the plan should aim to **avoid** any negative impacts of European sites by identifying potential impacts early on in the plan-making process and writing these impacts out of the plan. Where adverse impacts remain, **mitigation measures** should be applied to the point that no adverse impacts remain. If the plan is still likely to result in adverse impacts that cannot be mitigated it should not be taken forward in its current form. In this situation the plan may have to undergo an assessment of alternative solutions. Where adverse impacts remain **compensatory measures** may be required but these will only be permitted if (a) no alternative solutions exist and (b) the plan is required for imperative reasons of overriding public interest (the 'IROPI' test).

2.6.2 There are 4 stages to the Habitats Regulations Assessment process as outlined below:

- **Stage 1 (Screening)** – the process which identifies the likely impacts upon a Natura 2000 or Ramsar site(s), either alone or in combination with other projects or plans and considers whether these impacts are likely to be significant;
- **Stage 2 (Appropriate Assessment)** – The consideration of the impact on the integrity of the site(s), either alone or in combination with other projects or plans, with respect to the site's structure and function and its conservation objectives. Additionally, where there are adverse impacts, an assessment of the potential mitigation of those impacts should be provided;
- **Stage 3 (Assessment of alternative solutions)** – The process which examines alternative ways of achieving the objectives of the project or plan that avoid adverse impacts on the integrity of the Natura 2000 and Ramsar site(s); and
- **Stage 4 (Compensatory measures)** – An assessment of the compensatory measures where, in light of an assessment of imperative reasons of overriding public interest, it is deemed that the plan should proceed.

2.6.3 If the screening stage concludes that there are likely to be no significant impacts on European sites then there is no need to progress to the stage of Appropriate Assessment. The Cambridge Local Plan 2014 has been subject to a HRA screening process, which concluded that there was no likelihood of significant effects on the identified Natura 2000 sites as a consequence of the policies and allocations in the plan. This conclusion was supported by Natural England, who are the statutory

consultation body for HRA, in a letter dated the 18 July 2013. The HRA Screening Assessment is reported on separately.

## 2.7 LOCAL PLAN CONTEXT - THE CAMBRIDGE LOCAL PLAN 2014

Element of the SEA Directive Requirements that this section seeks to meet:  
“An outline of the content, main objectives of the plan or programme and relationship with other relevant plans or programmes”  
(SEA Directive Annex 1 a)

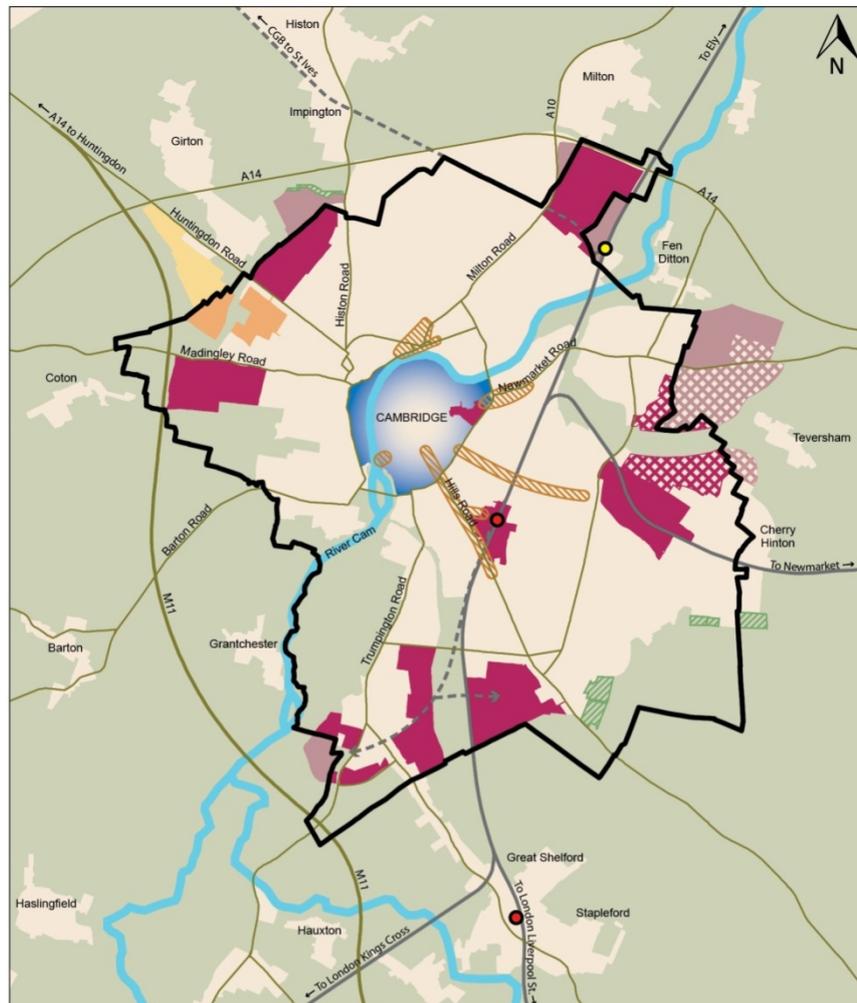
- 2.7.1 The Cambridge Local Plan 2014 sets out policies to guide the future development of Cambridge to 2031. It also identifies land for specific uses such as housing, employment, open space, Green Belt etc. It will be the key document used to determine planning applications for new development in Cambridge. The Local Plan includes strategic policies, site allocations and more specific development management policies to guide development. On adoption, it will replace the current Cambridge Local Plan 2006, which does not currently address some of the more current issues affecting the city. Policies need to be updated to provide both certainty and flexibility for future development proposals.

### **What is the plan trying to achieve?**

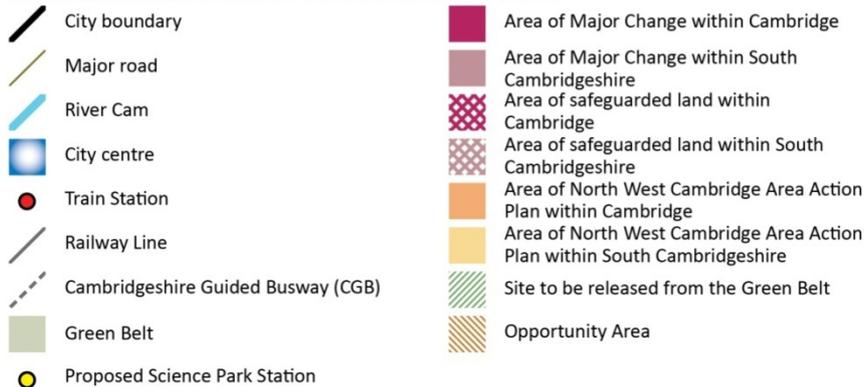
- 2.7.2 The plan aims to guide development in Cambridge in a sustainable way, balancing social, economic and environmental issues and seeking to maximise benefits where possible and minimise any adverse impacts. Figure 2 below, sets out the Key diagram from the plan, which indicates the broad locations for strategic development. Included within the plan is a Vision for Cambridge to 2031, which sets out a vision of Cambridge as:

...a compact, dynamic city, located within the high quality landscape setting of the Cambridge Green Belt. The city will draw inspiration from its iconic historic core, heritage assets and structural green corridors, achieving a sense of place in all its parts, with generous, accessible and biodiverse open spaces and well-designed architecture. Building on the city's reputation for design excellence, Cambridge's new development will be innovative and will promote the use of sustainable modes of transport, helping to support the transition to a more environmentally sustainable and successful low carbon economy. The city will continue to develop as a centre of excellence and world leader in the fields of higher education and research, and will foster the dynamism, prosperity and further expansion of the knowledge-based economy, while retaining the high quality of life and place that underpins that economic success. It will also grow in importance as a sub-regional centre for a wide range of services. Housing provision in the city will be of a high quality and will support the development and enhancement of balanced and mixed communities through provision of housing of a mix of sizes and types, including a high proportion of affordable housing. The Cambridge Local Plan 2014 seeks to guide and facilitate growth and the infrastructure required to support development, so that the city grows in a sensitive and sustainable manner. This will ensure that the high environmental quality of the city is protected and enhanced and that future developments offer a full range of opportunities to all.

**Figure 2: The Key Diagram**



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Areas identified in South Cambridgeshire are indicative only and subject to confirmation via a review of the South Cambridgeshire Local Plan.

2.7.3 The proposed strategic objectives, which support the Vision, require all new development to:

1. contribute to the vision of Cambridge as an environmentally sustainable city, where it is easy for people to make a transition to a low carbon lifestyle. This

- means making best use of energy (including community energy projects), water and other natural resources, securing radical reductions in carbon emissions, minimising environmental impact and being capable of adapting to the impacts of climate change;
2. be highly water efficient, contribute to overall flood risk reduction through water sensitive urban design, and help to improve the quality of the River Cam and other water features in the city;
  3. be of the highest quality, in terms of design excellence and innovation, addressing the development's impact upon its surroundings and embracing the principles of sustainable design and construction;
  4. contribute to the positive management of change in the historic environment, protecting, enhancing and maintaining the unique qualities and character of Cambridge, including the River Cam corridor, the city's wider landscape and setting, and its designated and undesignated heritage assets for the future;
  5. protect and, where appropriate, enhance the character and quality of the Cambridge skyline;
  6. protect and enhance the landscape setting of the city, which comprises the Cambridge Green Belt, the green corridors penetrating the urban area, the established network of multi-functional green spaces, and tree canopy cover in the city;
  7. protect and enhance the city's biodiversity, network of habitats and geodiversity;
  8. meet the housing needs of the city within its sub-region, delivering an appropriate mix of housing types, sizes and tenures to meet existing and future needs, including affordable housing;
  9. assist the creation and maintenance of inclusive, environmentally sustainable communities;
  10. promote and support economic growth in environmentally sustainable and accessible locations, facilitating innovation and supporting Cambridge's role as a world leader in higher education, research and knowledge-based industries, while maintaining the quality of life and place that contribute to economic success;
  11. support Cambridge's vibrant and thriving centres, with a varied range of shopping facilities in accessible locations that meet the needs of people living, working and studying in, or visiting, the city and its wider sub-region;
  12. promote social cohesion and sustainability and a high quality of life by maintaining and enhancing provision for open space, sports and recreation, community and leisure facilities, including arts and cultural venues that serve Cambridge and the sub-region;
  13. be located to help minimise the distance people need to travel, and be designed to make it easy for everyone to move around the city and access jobs and services by sustainable modes of transport;
  14. ensure appropriate and timely provision of environmentally sustainable forms of infrastructure to support the demands of the city, including digital and cultural infrastructure; and
  15. promote a safe and healthy environment, minimising the impacts of development and ensuring quality of life and place.

- 2.7.4 Following on from the Vision and objectives, the plan is divided into a number of sections, all of which contribute to the achievement of sustainable development. Section 2 of the plan sets out the spatial strategy for Cambridge and the approach to planning for a compact city through focussing new development in accessible locations, reusing previously developed land and completing the delivery of planned new urban neighbourhoods, and small Green Belt releases where exceptional circumstances can be argued. Sufficient land for housing, jobs and education/research, and supporting land uses to meet objectively assessed needs is allocated at locations and in amounts compatible with the compact city strategy. Emphasis is placed on the need to provide strategic transport infrastructure with a focus on sustainable modes. Continued protection is given to the Cambridge Green Belt, the River Cam corridor and the setting of the historic city. A network of centres is defined to meet appropriate retail and services, and to secure the diversity, vitality and viability of the City Centre and district and local centres.
- 2.7.5 Section 3 gives consideration to Cambridge's City Centre, areas of major change and opportunity areas, and site specific policies. The City Centre will be maintained and enhanced as the focus for retail and leisure, higher education and business, and also as the home to many residents and students. Areas of major change (AOMCs) and opportunity areas will continue to be carefully masterplanned to ensure that they deliver the quality of place expected in the city. Areas where considerable change may be expected during the life of the plan are considered, as well as smaller sites that are allocated for development to help meet the city's needs.
- 2.7.6 Section 4 sets out the need for new development to integrate the principles of sustainable design and construction in order to respond to our changing climate. Development will help make the best use of scarce resources, such as water, and will need to be capable of adapting to our changing climate, securing radical reductions in carbon emissions and minimising environmental impact.
- 2.7.7 Section 5 addresses the need to support and facilitate Cambridge's economy and the role of the Cambridge Cluster of knowledge-based industries and institutions. This will include a diverse range of employment, to maintain competitiveness and achieve sustainable economic growth. The growth of Cambridge's world-class university, colleges, research and bio-medical facilities is supported.
- 2.7.8 Section 6 seeks to maintain a balanced supply of housing types and sizes to meet the needs of all sections of the community, including the maximum reasonable proportion of affordable housing.
- 2.7.9 Section 7 sets out the approach to protecting and enhancing the character of Cambridge, maintaining and improving an enviable quality of life and place.
- 2.7.10 Section 8 on services and local facilities addresses the need to protect and increase the city's community facilities. Infrastructure, including education, local retail and local health facilities, will be secured in a timely way to support development, in particular serving new communities. The loss of public houses that are viable and

valued by the community will be resisted. Cambridge's role as a national and international tourism destination is supported, while pressures arising from the visitor economy are managed.

- 2.7.11 Section 9 sets out the need to provide infrastructure to support development, including sustainable transport solutions. This section also establishes the approach to planning obligations requirements and the Community Infrastructure Levy (CIL).

#### **What is the plan not trying to achieve?**

- 2.7.12 It is important to emphasise that the plan is strategic in nature. Even the allocation of sites should be considered a strategic undertaking, i.e. a process that omits consideration of some detailed issues in the knowledge that these will be addressed at the detailed planning application stage. The strategic nature of the plan is reflected in the scope of this SA Report.

#### **Relationship with other plans and programmes**

- 2.7.13 The functional geographical context of Cambridge surrounded by South Cambridgeshire District Council has led to the two councils working particularly closely on a variety of planning matters over many years. Whilst Cambridge City Council and South Cambridgeshire District Council are preparing separate local plans, the councils have worked together to ensure that strategic priorities across the authorities boundaries have been properly coordinated and are clearly reflected in each other's plans. In line with the Duty to Cooperate, Cambridge City Council has worked with a wide range of stakeholders in developing the Local Plan including neighbouring authorities and key government agencies. Further detail is provided in the "Cambridge Local Plan 2014: Submission – Statement of Compliance with the Duty to Cooperate" Report.
- 2.7.14 While the South Cambridgeshire Local Plan has been subject to a separate SA, the councils have worked together on aspects of the SA process, including a joint SA of the development strategy covering Cambridge and South Cambridgeshire, which is considered in more detail in Part 4, section 4.2, of this SA Report. There has also been close working by the two councils with Cambridgeshire County Council, in particular on the transport modelling of the development options for the local plans and Cambridgeshire County Council's preparation of a new Transport Strategy for Cambridge and South Cambridgeshire.



## PART THREE: SCOPING REPORT (SA STAGE A)

### 3.1 INTRODUCTION TO THE SCOPING REPORT

Element of the SEA Directive Requirements that this section seeks to meet:

- An outline of the contents, main objectives of the plan or programme, **and relationship with other relevant plans or programmes** (Annex 1 a);
- The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme (Annex 1 b);
- The environmental characteristics of areas likely to be significantly affected (Annex 1 c);
- Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC (Annex 1 d);
- The environmental protection objectives, established at an international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation (Annex 1 e).

3.1.1 Part 3 of this SA Report considers Stage A in the SA Process, which involved developing the framework for undertaking the SA, which forms part of the Scoping Report. The framework is essentially a collection of evidence that was then taken into account in Stage B of the SA process – the assessment stage – thus ensuring a focus on particular issues. This framework is summarised in Table 3.1 below. The production of the Scoping Report was undertaken by consultants URS between 2011 and mid 2012, and the following sections are taken from the “Sustainability Appraisal Scoping Report for the Cambridge Local Plan”, which was published in June 2012.

3.1.2 Within the Scoping Report, evidence was considered for eight thematic topics and five functional areas (sub-divisions of Cambridge), which when taken together should ensure that the full range of sustainability issues is identified. The thematic topics and their association with the SEA topics contained within Annex 1 f) of the Directive are:

- Communities and well-being (SEA topics air, population and human health, material assets);
- Economy (SEA topics population and human health, material assets);
- Transport (SEA topics, air, climatic factors, population and human health);
- Water (SEA topics biodiversity, flora and fauna, water and soil);
- Flood risk including climate change adaptation (SEA topics biodiversity, flora and fauna, water and soil, climatic factors, population and human health);

- Climate change mitigation and renewable energy (SEA topics air, climatic factors);
- Landscape, townscape and cultural heritage (SEA topics cultural heritage and landscape); and
- Biodiversity and green infrastructure (SEA topics biodiversity, flora and fauna, cultural heritage and landscape).

**Table 3.1:** The SA Framework

SUSTAINABILITY THEMES/THEMATIC TOPICS	KEY SUSTAINABILITY ISSUES
Communities and well-being	<p>Will the Local Plan:</p> <ul style="list-style-type: none"> <li>• arrest the trend in increased deprivation particularly within wards to the north and east of Cambridge;</li> <li>• improve the health and well-being of Cambridge residents and reduce inequalities in health particularly in the north and east of Cambridge;</li> <li>• reduce inequalities in the education achievement level of economically active adults and develop the opportunities for everyone to acquire the skills needed to find and remain in work;</li> <li>• capitalise on the ethnic diversity of the city and its contribution to vibrant and inclusive communities;</li> <li>• protect and enhance community, leisure and open space provision, particularly in wards anticipated to experience significant population growth including Trumpington, Castle and Abbey;</li> <li>• ensure the timely provision of primary and secondary education in the locations where it is needed;</li> <li>• increase delivery of affordable and intermediate housing, in particular one and two bedroom homes;</li> <li>• ensure that the design and size of new homes meets the needs of the existing and future population, including the elderly, disabled people and those in poor health;</li> <li>• improve air quality in and around Cambridge City Centre AQMA and along routes to the city including the A14.</li> </ul>
Economy	<p>Will the Local Plan:</p> <ul style="list-style-type: none"> <li>• maintain and capitalise on Cambridge’s position as one of the UK’s most competitive cities;</li> <li>• Address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges;</li> <li>• capitalise on the value that language schools/specialist tutorial colleges contribute to the local economy, but balance this against the increased impact this may have on the housing market;</li> </ul>

SUSTAINABILITY THEMES/THEMATIC TOPICS	KEY SUSTAINABILITY ISSUES
	<ul style="list-style-type: none"> <li>• ensure provision of appropriate office space for small and growing high tech businesses and research sectors;</li> <li>• consider the need for high-tech headquarters and high-tech manufacturing;</li> <li>• consider whether and how to address the on-going loss of industrial floorspace;</li> <li>• encourage more sustainable growth of tourism which recognises the pressure that it places on the city's transport infrastructure and accommodation need;</li> <li>• ensure the continued vitality and viability of the City Centre and safeguard the diversity of independent shops in areas such as along Mill Road;</li> <li>• protect local shopping provision in District and Local Centres which provide for people's everyday needs;</li> <li>• ensure adequate provision of convenience shopping in the north west of Cambridge.</li> </ul>
Transport	<p>Will the Local Plan:</p> <ul style="list-style-type: none"> <li>• build on the high modal share of cycling in the City Centre and encourage cycling for journeys over one mile;</li> <li>• reduce the use of the private car and ensure greater access to frequent public transport;</li> <li>• capitalise on the opportunity of new development to discourage private car use and promote the use of more sustainable forms of transport.</li> </ul>
Water	<p>Will the Local Plan:</p> <ul style="list-style-type: none"> <li>• ensure development implement the highest standards of water efficiency and place no additional pressure on water scarcity in the region;</li> <li>• improve the water quality of Cambridge's water courses in line with the Water Framework Directive requirements;</li> <li>• ensure new developments take sewerage infrastructure into account.</li> </ul>
Flood risk including climate change adaptation	<p>Will the Local Plan:</p> <ul style="list-style-type: none"> <li>• account for the potential environmental, economic and social cost of flooding for all development proposals;</li> <li>• protect and enhance existing natural flood risk management infrastructure and ensure all development incorporates sustainable drainage systems to minimise surface water flood risk;</li> </ul>

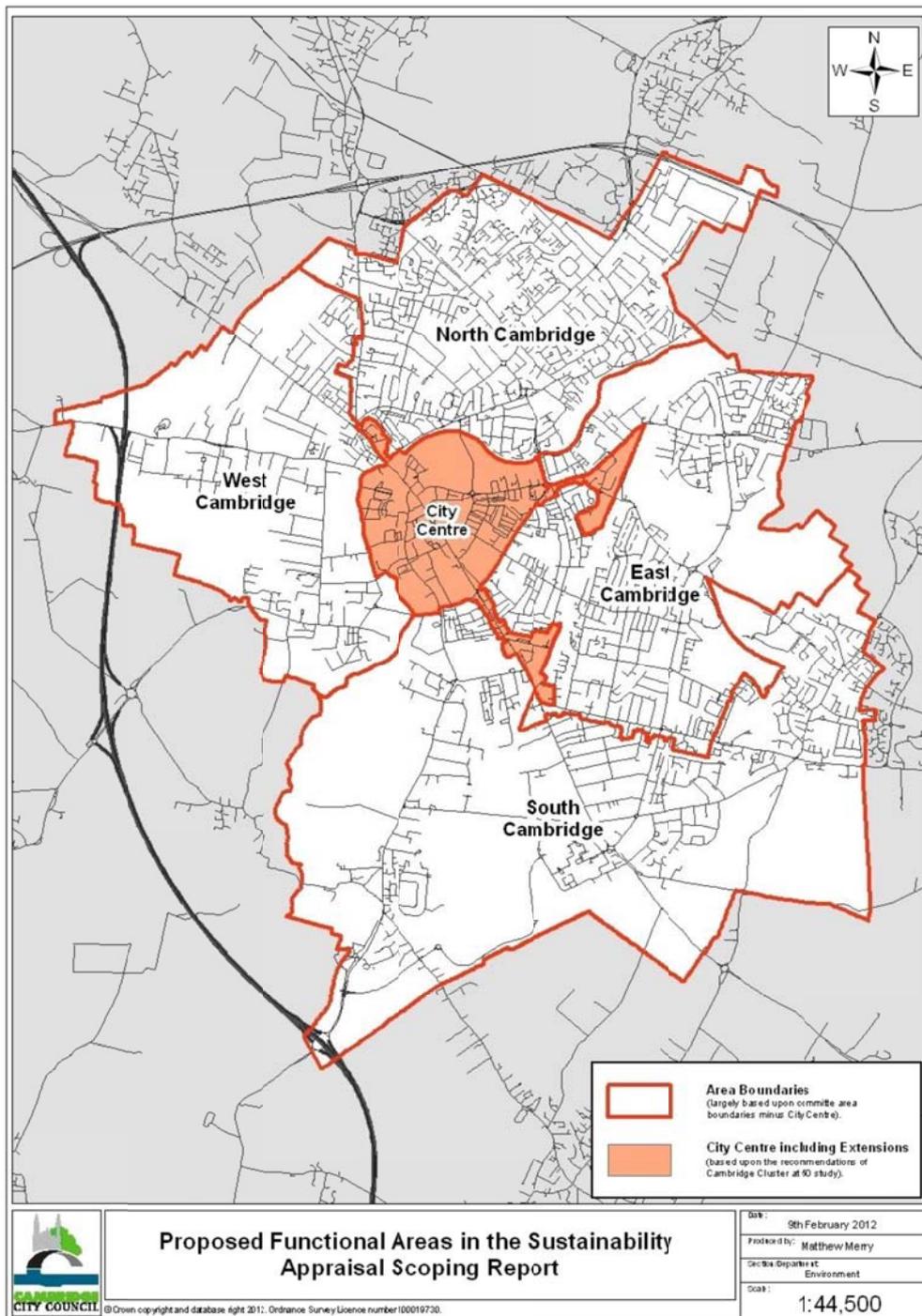
SUSTAINABILITY THEMES/THEMATIC TOPICS	KEY SUSTAINABILITY ISSUES
	<ul style="list-style-type: none"> <li>ensure that new and existing communities are capable of adapting to climate change with consideration given to the role of green and blue infrastructure as well as the layout and massing of new developments.</li> </ul>
Climate change mitigation and renewable energy	<p>Will the Local Plan:</p> <ul style="list-style-type: none"> <li>reduce transport emissions by encouraging cycling and promoting infrastructure for zero emissions vehicles;</li> <li>reduce carbon emissions from all aspects of new developments and ensure development meets the highest standards in low carbon design;</li> <li>account for the whole life carbon cost of new development and transport infrastructure;</li> <li>ensure greater deployment of energy efficiency and renewable energy technologies.</li> </ul>
Landscape, townscape and cultural heritage	<p>Will the Local Plan:</p> <ul style="list-style-type: none"> <li>ensure the protection and enhancement of the historic environment through appropriate design and scale of new development;</li> <li>actively promote the character and distinctiveness of the Conservation Areas;</li> <li>ensure the scale of new development is sensitive to the existing key landmark buildings and low lying topography of the City.</li> </ul>
Biodiversity and green infrastructure	<p>Will the Local Plan:</p> <ul style="list-style-type: none"> <li>maintain and build on the success of positive conservation management on local wildlife sites and SSSIs;</li> <li>maintain and improve connectivity between existing green infrastructure in order to provide improved habitats for biodiversity and ensure no further fragmentation of key habitats as a result of new or infill development;</li> <li>capitalise on the opportunity for green infrastructure to help Cambridge adapt to the threats posed by climate change (particularly flooding), and to improve water quality;</li> <li>ensure new development does not impact on biodiversity including no further loss of biodiversity rich farmland to development.</li> </ul>
Functional areas – City Centre	<p>Will the Local Plan:</p> <ul style="list-style-type: none"> <li>ensure the centre capitalises on the opportunities from growing business sectors;</li> </ul>

SUSTAINABILITY THEMES/THEMATIC TOPICS	KEY SUSTAINABILITY ISSUES
	<ul style="list-style-type: none"> <li>• maintain and improve the quality of the centre as a place to live, work and spend leisure time, while ensuring a safe and welcoming environment;</li> <li>• ensure opportunities to reduce energy demand through renewable and low carbon technologies are maximised.</li> </ul>
Functional areas – North Cambridge	<p>Will the Local Plan:</p> <ul style="list-style-type: none"> <li>• address deprivation across quite expansive areas of the city’s north-eastern extents;</li> <li>• address flood risk issues;</li> <li>• capitalise on the opportunities to encourage use of public transport and walking/cycling (including to access the Cambridge Science Park);</li> <li>• increase access to high quality open space, particularly within Arbury;</li> <li>• support the achievement of identified priorities within the Chesterton/Ferry Lane and De Freville Conservation Areas;</li> <li>• encourage high quality design and improve the quality of the public realm within some areas;</li> <li>• develop a coordinated policy with South Cambridgeshire District Council for the development of Northern Fringe East.</li> </ul>
Functional areas – South Cambridge	<p>Will the Local Plan:</p> <ul style="list-style-type: none"> <li>• address flood risk issues;</li> <li>• consider the potential to address deprivation associated with areas to the east;</li> <li>• work with developers to facilitate the achievement of successful new communities within the urban extensions;</li> <li>• maintain and enhance open spaces and green space within the urban area, and the Green Belt setting;</li> <li>• support the achievement of identified priorities within Conservation Areas;</li> <li>• capitalise on opportunities to encourage use of public transport and walking/cycling.</li> </ul>
Function areas – East Cambridge	<p>Will the Local Plan:</p> <ul style="list-style-type: none"> <li>• maintain and enhance open spaces and green space within the urban area, and the Green Belt setting;</li> <li>• address deprivation issues across quite expansive areas;</li> </ul>

SUSTAINABILITY THEMES/THEMATIC TOPICS	KEY SUSTAINABILITY ISSUES
	<ul style="list-style-type: none"> <li>• maintain the character of particular neighbourhoods;</li> <li>• capitalise on opportunities to encourage use of public transport and walking/cycling.</li> </ul>
Functional areas – West Cambridge	<p>Will the Local Plan:</p> <ul style="list-style-type: none"> <li>• maintain and enhance open spaces and green space within the urban area, and the Green Belt setting;</li> <li>• maintain the exceptional character of the built environment and address priorities identified within the designated Conservation Areas;</li> <li>• capitalise on opportunities to encourage use of public transport and walking/cycling.</li> </ul>

3.1.3 The functional areas described in Table 3.1 above, and illustrated in Figure 3 below were loosely based on the boundaries covered by the Council’s area committees, although the area defined as the City Centre was widened in light of the ‘Cluster at 50’ Report, produced for the Council by SQW. It should be noted that in spite of the identification of these functional areas, this has not negated the consideration of the cumulative impact of sustainability issues across the city as a whole.

**Figure 3:** Map of functional areas within Cambridge



3.1.4 The SA Framework set out in Table 3.1, and the evidence collected provides the framework for the assessment stage. The list of sustainability topics was defined taking into account:

- An initial understanding of the issues to be addressed as part of the local plan, as identified within the Development Plan and through discussions with the plan-makers;
- The topics suggested in the SEA Directive (Annex 1(f)); and
- The need to give full consideration to issues relating to health and equalities, thus negating the need to undertake a separate Health Impact Assessment or Equality Impact Assessment (see Appendix 1 for a further discussion of the way these other assessments have been integrated into the SA process).

## 3.2 THE STRUCTURE OF THE SCOPING REPORT

3.2.1 The Scoping Report was structured around the sustainability themes shown in Table 3.1. Within each theme a number of questions were asked in order to demonstrate a logical process of evidence consideration and issue identification, as well as providing clear signposting as to how the Scoping Report met the requirements of Annex 1 of the SEA Directive. The following questions were asked:

- What is the policy context?
- What is the baseline situation?
- What would the situation be without the Plan?
- What are the key issues and opportunities?
- Are there any data gaps?

### What is the policy context?

3.2.2 In response to this question, each subsequent section of the Scoping Report includes a summary of key implications from the plans, policies, strategies and initiatives (PPSIs) that set the context for considering sustainability issues. This context review meets the requirement of Annex 1(a) and 1(e) of the SEA Directive that the following is reported as part of the SEA:

*“an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes” (Annex 1(a))*

*“the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme” (Annex 1(e))*

### What is the baseline situation?

3.2.3 This question allowed the Scoping Report to take a snap-shot of the sustainability 'baseline' in the city, as well as considering how the baseline had evolved over time and how the local baseline compared to other geographical areas and scales (e.g. the regional or national picture). There was also an emphasis on identifying any variation in the baseline at the sub-authority scale (i.e. areas with particular problems as well as areas of opportunity). This section meets the requirements of Annex 1(b) and 1(c) of the SEA Directive that the following is reported as part of the SEA:

*“the relevant aspects of the current state of the environment...” (Annex 1(b)); and “the environmental characteristics of areas likely to be significantly affected” (Annex 1(c))*

#### **What would the situation be without the plan?**

- 3.2.4 This question considered how the baseline might be likely to evolve in the future under a business as usual scenario. Knowledge of the likely future baseline under a business as usual scenario allowed for effects to be predicted and evaluated with greater accuracy at the assessment stage. This section meets the requirements of Annex 1(b) of the SEA Directive that the following is reported as part of the SEA: *“... the likely evolution thereof without implementation of the plan or programme” (Annex 1(b))*

#### **What are the key issues and opportunities?**

- 3.2.5 Following from the review of evidence undertaken under the preceding headings, this section described those sustainability issues that had been shown to be potentially significant, and which should be a particular focus of the assessment stage. The issues of the SA helped to define the scope of the appraisal to follow. This section meets the requirement of Annex 1(d) of the SEA Directive that the following is reported as part of the SEA: *“any existing environmental problems which are relevant to the plan or programme...”*

### **3.3 COMMUNITIES AND WELL-BEING**

#### **Introduction**

- 3.3.1 The first element or sustainability theme within the SA Framework is that of communities and well-being. The Department for Communities and Local Government (CLG)<sup>8</sup> has defined sustainable communities as: *“...places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.”*
- 3.3.2 As such, sustainable communities embody the principles of sustainable development by: *“balancing and integrating the social, economic and environmental components of their community, meeting the needs of existing and future generations and respecting the needs of other communities in the wider region or internationally to make their own communities sustainable.”*

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<sup>8</sup> CLG (2003). Sustainable Communities: Building for the Future [online] available at: <http://www.communities.gov.uk/publications/communities/sustainablecommunitiesbuilding> (accessed January 2012)

- 3.3.3 Social inclusion is a key aspect of sustainable communities and many interlinked factors are important in ensuring that individuals and areas are able to fully participate in society. Factors such as low income poverty and unemployment can be compounded by poor housing, high crime, discrimination, bad health and family breakdown. A combination of problems can create a vicious cycle and lead to social exclusion. *“Social exclusion can happen as a result of problems that face one person in their life. But it can also start from birth. Being born into poverty or to parents with low skills still has a major influence on future life chances”*.
- 3.3.4 Community well-being is therefore influenced by a number of crosscutting factors. This topic focuses on many of these, including community facilities, education, equalities, health, safety, housing and deprivation.

#### **What is the policy context?**

- 3.3.5 Sustainable Communities: **Building for the Future** (the ‘Sustainable Communities Plan’) was launched in 2003 and sets out a long-term programme of action for delivering sustainable communities in urban and rural areas, including through: addressing housing shortages through the provision of housing and affordable housing, as well as through tackling homelessness; ensuring all social housing is brought up to a decent standard by 2010; improving the local environment of all communities (liveability); and protecting the countryside and using land more effectively.
- 3.3.6 **Planning Policy Statement 1 (PPS1)**<sup>9</sup>: Delivering Sustainable Development sets out the overarching planning policies on the delivery of sustainable development through the planning system. PPS1 stresses the importance of a strong, stable and productive economy and requires local planning authorities to ensure that the necessary infrastructure is provided to support new and existing development and housing. It also states that accessibility to jobs and services should be addressed as a means of achieving social cohesion and inclusion.
- 3.3.7 The Government’s White Paper, **Strong and Prosperous Communities**<sup>10</sup> introduced a new performance framework tailored to local communities and encourages councils to develop neighbourhood charters setting out local standards and priorities. The White Paper also calls for more accountable and responsive local government, a greater role for community participation in decision-making and an enhanced role for community groups.
- 3.3.8 **PPS3: Housing**, sets<sup>11</sup> out housing policy objectives which provide the context for planning for housing through development plans and planning decisions. The aim is

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<sup>9</sup> ODPM (2005). Planning Policy Statement 1: Delivering Sustainable Development [online] available at: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf> (accessed January 2012)

<sup>10</sup> CLG (2006) Strong and Prosperous Communities – The Local Government White Paper [online] available at: <http://communities.gov.uk/publications/localgovernment/strongprosperous> (accessed January 2012)

<sup>11</sup> CLG (2011) Planning Policy Statement 3: Housing [online] available at:

to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. In particular, the planning system should deliver a “sufficient quantity of housing taking into account need and demand and seeking to improve choice”. Both PPS3 and PPS1: Sustainable development, highlight the need to provide affordable housing.

- 3.3.9 PPS3 on Housing sets a national target that 60% of new dwellings should be built on previously developed land. It also suggests that the density of new residential dwellings should be at least 30 dwellings per hectare to help ensure efficient use of land. However, this target was subsequently removed because it was thought to contribute to the lack of family sized homes. Currently, councils are responsible for deciding what density of development is appropriate to their area.
- 3.3.10 PPG2 on Green Belts contains a presumption against any development in the Green Belt that detracts from its purposes which are:
- To check the unrestricted sprawl of large built-up areas;
  - To prevent neighbouring towns from merging into one another;
  - To assist in safeguarding the countryside from encroachment;
  - To preserve the setting and special character of historic towns; and
  - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 3.3.11 The **Affordable Housing SPD** (2008) outlines Cambridge’s objectives to deliver affordable housing that meets housing needs and contributes to the creation and maintenance of sustainable, inclusive and mixed communities. The Planning Obligations Strategy SPD (2010) sets standards for the provision of community infrastructure sought through the Section 106 process.
- 3.3.12 The **Draft National Planning Policy Framework**<sup>12</sup>(2011) is already recognised by the Planning Inspectorate, and should be afforded some weight as a material consideration in the planning process. It provides a framework in which local people and local planning authorities can produce their own distinctive local and neighbourhood plans which reflect the needs and priorities of their communities. It notes the importance of open spaces and requires planning policies to identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. It also states that planning policies should plan positively for the provision and integration of community facilities - which include public houses and other local services - to enhance the sustainability of communities. It also states that “[e]veryone should have the opportunity to live in high quality, well designed homes, which they can afford, in a community where they want to live”.
- 3.3.13 The **Cambridge Local Plan** (2006) sets out a number of relevant policies focusing on the protection of existing and delivery of new housing, including affordable housing,

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<http://www.communities.gov.uk/publications.planningandbuilding/pps3housing> (accessed January 2012)

<sup>12</sup> CLG (2011) Draft National Planning Policy Framework [online] available at:

<http://www.communities.gov.uk/publications/planningandbuilding/draftframework> (accessed January 2012)

and community facilities to help meet the varied needs of residents. These needs are defined for health, education and public services, as well as social, cultural and religious activities; the protection of open space and recreation provision recognising its role in promotion of healthy lifestyles; and measures to manage development in terms of pollution and amenity and Air Quality Management Areas. The Cambridge Local Plan (2006) also sets out a range of policies relating to urban design within Cambridge. These policies relate to responding to context, creating successful places, design of new buildings and the design of external spaces. The objective is to create places which provide the setting for everyday life and are accessible, attractive and enjoyable. New buildings should have a positive impact on their setting, be convenient, safe and accessible for all users and visitors, adaptable and constructed in a sustainable manner.

- 3.3.14 The Local Plan (2006) includes a spatial strategy for Cambridge which released land from the Green Belt and allocated a number of urban extensions to the City. This was a response to the problems associated with spatial policy in Cambridgeshire at the time, which pushed growth away from Cambridge. The spatial policy was unsustainable because it separated homes from jobs and increased car dependence. The spatial strategy associated with the Local Plan (2006) sought to redress the imbalance between homes and jobs in Cambridge.
- 3.3.15 The spatial strategy in the Local Plan (2006) allows for:
- A thriving and accessible historic core;
  - The development of urban extensions connected to each other and to the city centre by high quality public transport;
  - The regeneration of the station area as a mixed use city district around an enhanced transport interchange;
  - Distinctive residential communities which have access to a wide range of local facilities and which provide a high quality living environment;
  - The enhancement and improvement of Cambridge's landscape structure and the landscape setting of the city edge.
- 3.3.16 The **Cambridgeshire Vision: County-wide Sustainable Community Strategy 2007-2021** sets out the collective vision and priorities of partner organisations to ensure that public services meet the needs of the people of Cambridgeshire. It states that new development needs *“to provide infrastructure that encourages physical activity such as walking and cycling and environments that support social networks, which have a positive effect on mental and physical health”*.
- 3.3.17 The **Cambridge Sustainable Community Strategy (2007)** aims to enhance the environment and improve the quality of life for people living in, working in and visiting the city. People in the city should live in sustainable communities that are strong, healthy, active, safe and inclusive.
- 3.3.18 This topic also addresses aspects of community health and equality and key policies that set the context for considering these sustainability issues are included below.

## **Air Quality and Contaminated Land**

- 3.3.19 At the European level, the Air Quality Framework Directive (96/62/EC)<sup>13</sup> sets a strategic framework for tackling air quality consistently by setting European-wide limit values for twelve air pollutants in a series of daughter directives. The Government's Air Quality Strategy (2000)<sup>14</sup>, required under the Environment Act (1995), sets out plans to improve and protect air quality in the UK.
- 3.3.20 Both air quality and contaminated land are currently covered by detailed national planning guidance in PPS23, which will be withdrawn when the NPPF is implemented. However legal duties to protect residents from historic contaminated land remains under Part IIa of the Environmental Protection Act 1990 and for poor air quality Under the Local Air Quality Management Regulations in the Environment Act 1995.
- 3.3.21 The NPPF (2012) states that "in preparing plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment", with new and existing developments prevented from contributing to soil, air, water or noise pollution. It also highlights the need to "prevent unacceptable risks from pollution" by taking into account the potential effects (including cumulative) of pollution on "health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects", when deciding on the appropriate location for developments.

## **Noise Pollution**

- 3.3.22 PPG24 guides authorities on how planning can minimise the adverse impacts of noise. It outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which generate noise. It provides guidance on levels of noise exposure that are acceptable for different types of buildings and how noise pollution can be mitigated.

## **Equalities**

- 3.3.23 Section 149 of the Equality Act 2010 replaces duties under the Race Relations Act, the Disability Discrimination Act 2005 as well as other domestic discrimination legislation. The Act includes a new single public sector equality duty ("the Duty") which brings together the previous race, disability and gender duties.

## **What is the baseline situation?**

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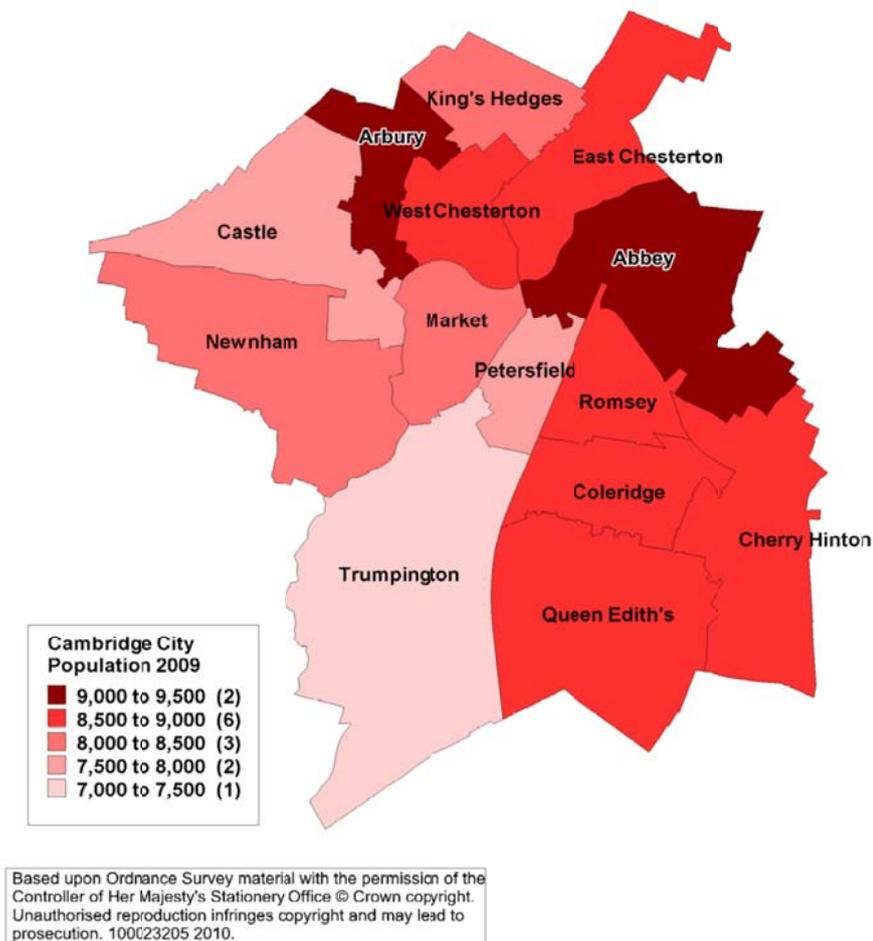
<sup>13</sup>EU (1996) Council Directive 96/62/EC of 27 September 1996 on ambient air quality assessment and management [online] available at: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31996L0062:EN:HTML> (accessed January 2012)

<sup>14</sup>Defra (2007) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland [online] available at: [http://www.official-documents.gov.uk/document/cm71/7169/7169\\_i.asp](http://www.official-documents.gov.uk/document/cm71/7169/7169_i.asp) (accessed January 2012)

## Demographics and health

- 3.3.24 Since 2001 the population of Cambridge has increased by over 11% from 109,000 to 121,300. The greatest population increases have been experienced in East Chesterton, Coleridge and Trumpington wards. Market Ward, which broadly encompasses the City Centre experienced a more than 11 % increase in resident population between 2001 and 2010. Between 2011 and 2016 the population of Cambridge is projected to increase to 137,300 (an increase of 11%) and to over 148,000 by 2026 (an increase of 18%).<sup>15</sup>
- 3.3.25 Figure 4 presents Cambridge's population by ward (2009). Looking forward to 2031, Cambridge's population is expected to grow by 28% with the highest levels of growth in Trumpington, Castle and Abbey wards<sup>16</sup>.

**Figure 4:** Cambridge's population by ward (2009)<sup>17</sup>



<sup>15</sup>Cambridge City Council Annual Monitoring Report 2011

<sup>16</sup>Cambridgeshire County Council (2011) Cambridge City Annual demographic and socio-economic report.

<sup>17</sup>Cambridgeshire County Council (2011) Cambridge City Annual demographic and socio-economic report

- 3.3.26 In 2009, more than 60% of Cambridge's population was aged 25 years or older. Although low by comparison with the other districts in Cambridgeshire (which show proportions of around 70% each) this is explained by the large student population within the city. In 2009 around 26,000 students studied at the two universities in Cambridge.
- 3.3.27 Looking forward, the city's age structure is expected to change. The proportion of 25-39 year olds is expected to decrease from 26% of the total population to about 19% by 2031, while the 40-64, 65-74 and 75+ age groups will increase by around 2 percentage points each suggesting that overall Cambridge's population will age<sup>18</sup>.
- 3.3.28 Cambridge has the highest proportion of minority ethnic population in the county, with 11% of people from ethnic groups other than White British. Over 40 different languages are spoken in the city reflecting its diverse communities. The Council recognises the wider community benefit of faith groups as they can play an important role in supporting existing and newly emerging communities and providing community services.
- 3.3.29 Cambridge is a prosperous City<sup>19</sup> but it still has areas of deprivation, mainly to the east and north of the city with some areas identified within the 20% most deprived in the country (see Figure 5). Nearly one person in nine and one child in five lives in a household claiming Housing (HB) or Council Tax Benefit (CTB), with half of all claimants concentrated in a fifth of the city's geographic area. In 2009 there were 13,122 claimants, partners and dependents receiving HB/CTB, an increase of 6% since 2008<sup>20</sup>. Furthermore, between 2009 to 2010 gross median household income dropped from £30,000 to £29,800 which appears indicative of a wider trend of increasing deprivation in the City. Between 2007 and 2010 the number of super output areas in Cambridge that are within the 40% most deprived in England increased from 11 to 20<sup>14</sup>.
- 3.3.30 Although many people living and working in Cambridge are amongst the most highly qualified in the country a significant proportion of economically active adults (16%) do not hold any qualification at all. Nonetheless, the percentage of pupils gaining 5 or more A\*- C grades in Cambridge has steadily increased from 49% in 2000 to 70% in 2010<sup>14</sup> and correspondingly Cambridge has less than 10%<sup>21</sup> of 16 to 18 year olds who are not in education, employment or training (NEET) which is one of the lowest levels in the country.
- 3.3.31 Cambridge experiences slightly higher rates of crime than for Cambridgeshire as a whole. However, overall the rate of crime has decreased in the city between 2009 and 2011 with notable decreases in burglary and violent crime<sup>22</sup>. The highest crime

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<sup>18</sup> Cambridgeshire County Council (2011) Cambridge City Annual demographic and socio-economic report

<sup>19</sup> Please refer to the Economy section for further information

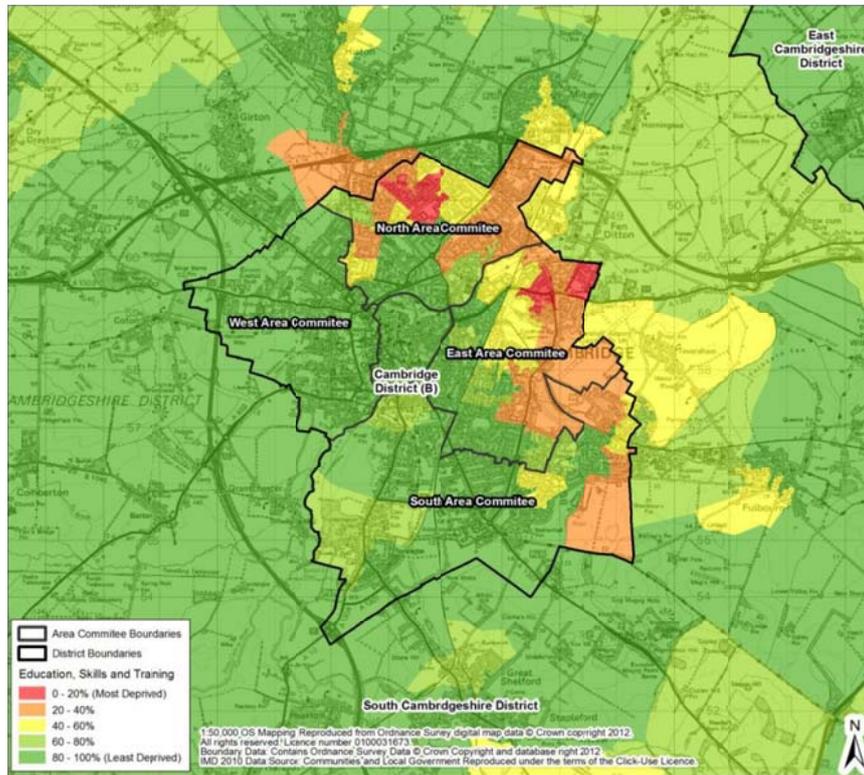
<sup>20</sup> Cambridge City Council (2010). Mapping Poverty in Cambridge 2009.

<sup>21</sup> Source: [online] available at: <http://www.cambridge-news.co.uk/Home/Disparity-in-youngsters-chances-374974.xnf?BodyFormat=0&> (accessed January 2012)

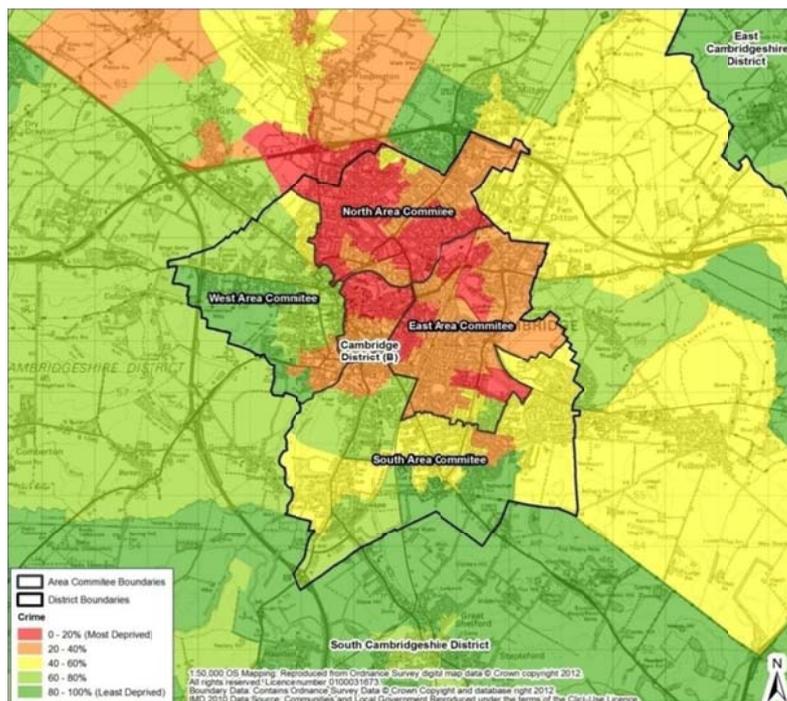
<sup>22</sup> Source: [online] available at: <http://www.ukcrimestats.com/Constituency/65927> (accessed January 2012)

levels in Cambridge are focused in the northern parts of the city (see Figure 6) and include areas identified as suffering from low levels of education and health deprivation highlighting the social link between these issues.

**Figure 5:** Map of Index of Multiple Deprivation (IMD): Education, Skills and Training domain.



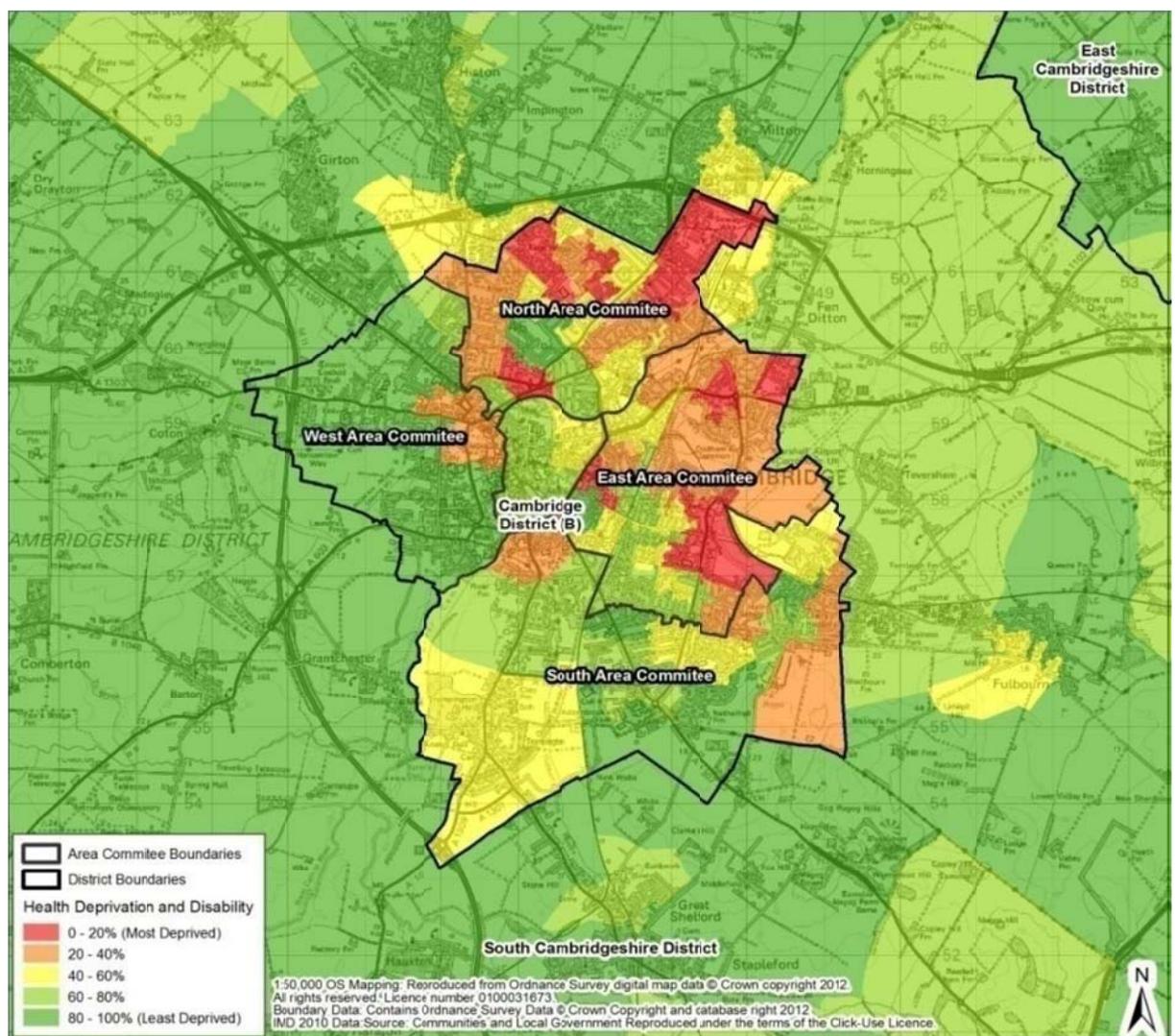
**Figure 6:** Map of Index of Multiple Deprivation (IMD): Crime



3.3.32 In terms of health Cambridge is well provided for in terms of hospitals, medical surgeries and other health facilities, many of which serve the east of England. Addenbrooke’s Hospital is the main local hospital for most of the Sub-region (excluding Huntingdon) and is also a centre of excellence for biomedical and biotechnology research and development. Life expectancy at birth is higher in Cambridge than in both Cambridgeshire and England and women are expected to live five years longer than men. However Cambridge also has higher levels of overall mortality compared with Cambridgeshire with the most common cause of premature death being circulatory diseases and cancer<sup>23</sup>.

3.3.33 The health deprivation and disability domain identifies the pockets of significant deprivation in the east and north of the city (see Figure 7).

**Figure 7:** Map of Index of Multiple Deprivation (IMD): Health Deprivation and Disability Domain

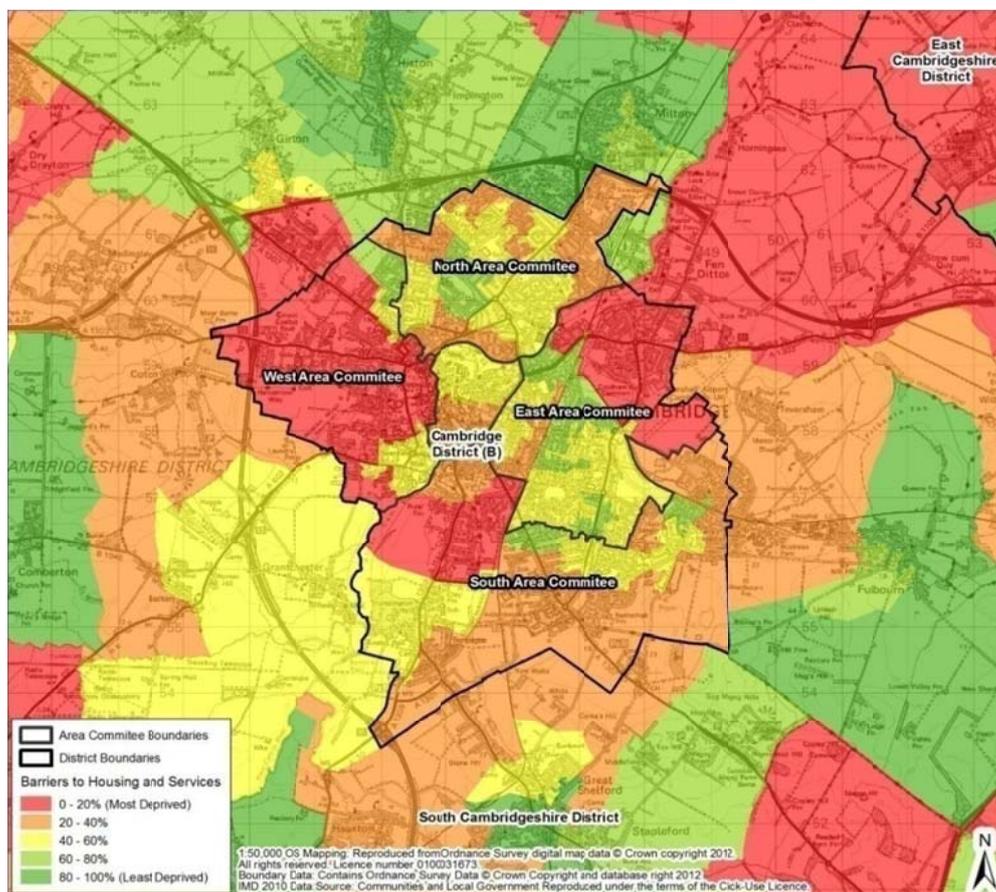


<sup>23</sup> Cambridgeshire County Council (2011) Cambridge City Annual demographic and socio-economic report

3.3.34 The concentration of buses in central Cambridge is the single largest source of transport related pollutants in the city centre<sup>24</sup>. Although bus emissions are restricted by agreement with bus operators using the City centre through a Quality Bus Partnership which allocates a reducing emissions quota to each operator Cambridge still has an Air Quality Management Area encompassing the inner ring road and all land within it as a result of NO<sub>2</sub> emissions from vehicle traffic. There is also an AQMA declared for an area along the A14 between Bar Hill and Milton<sup>25</sup>. Studies have shown that symptoms of bronchitis in asthmatic children increase in association with long-term exposure to NO<sub>2</sub> and reduced lung function growth is also linked to NO<sub>2</sub> at concentrations currently measured (or observed) in cities in Europe<sup>26</sup>.

## Housing

**Figure 8:** Map of Index of Multiple Deprivation (IMD): Barriers to Housing and Services



<sup>24</sup> Cambridgeshire County Council (2011). Cambridgeshire Local Transport Plan 2011 – 2026 [online] available at: [http://www.cambridgeshire.gov.uk/NR/rdonlyres/81A57E02-48D8-4C24-862F-B42A900F70D8/0/LTP3PoliciesandStrategy.pdf?bcsi\\_scan\\_E956BCBE8ADBC89F=0&bcsi\\_scan\\_filename=LTP3PoliciesandStrategy.pdf](http://www.cambridgeshire.gov.uk/NR/rdonlyres/81A57E02-48D8-4C24-862F-B42A900F70D8/0/LTP3PoliciesandStrategy.pdf?bcsi_scan_E956BCBE8ADBC89F=0&bcsi_scan_filename=LTP3PoliciesandStrategy.pdf)

<sup>25</sup> Source: [http://aqma.defra.gov.uk/aqma-details.php?aqma\\_id=503](http://aqma.defra.gov.uk/aqma-details.php?aqma_id=503) (accessed January 2012)

<sup>26</sup> WHO (2011) [online] available at: <http://www.who.int/mediacentre/factsheets/fs313/en/index.html>

- 3.3.35 Cambridge's relatively high prosperity and educated workforce means that housing affordability is an important issue for many groups. In particular, for key workers and those on lower incomes. In 2010 the ratio, or multiplier, of wages to average house prices in the City was around 9.2; and the ratio of lower quartile earnings, which is more appropriate for first time buyers, against the cheapest housing available was around 9.5 in 2010, up from 8.2 in 2009. The average house price in Cambridge is now around £321,000, an increase of 12% from 2009<sup>27</sup>. This highlights the continuing issue of affordability, in particular for first time buyers. Figure 8 above identifies those areas with the highest barriers to housing and services<sup>28</sup>.
- 3.3.36 Work undertaken in 2009 in connection with updating the Regional Spatial Strategy (RSS) housing targets concluded that a lower target than the 19,000 set out in the RSS would be more realistic. In their response to the consultation on the Review of the RSS, Cambridgeshire County Council proposed a figure of 14,000 dwellings to be built in Cambridge (700 dwellings per year) and 21,000 in South Cambridgeshire (1175 dwellings per year) between 2011 and 2031. This level of provision is one which is much more realistic than the adopted RSS target of 19,000 to 2021. It is also supported by the findings of the 2009 Cambridgeshire Development Study.
- 3.3.37 The adopted RSS target is technically still a material consideration until it is abolished through the Localism Act 2011. Local Authorities will then be responsible for establishing the right level of local housing in their areas. The Local Plan Review will set out the appropriate level of future provision in Cambridge to 2031.
- 3.3.38 If 14,000 dwellings are to be provided between April 2011 and the end of March 2031, the annualised projected requirement would be 700 dwellings per annum. Over the next 5 years (2012/13 to 2016/17), 3,500 will be required. Projected completions over the next 5 years are 6,745 so on this basis the Council currently has a generous five-year supply of 196%. Currently the draft National Planning Policy Framework would require Local Planning Authorities to:  
*"identify and maintain a rolling supply of deliverable sites sufficient to provide five years worth of housing against housing requirements. The supply should include an additional allowance of at least 20 percent to ensure choice and competition in the market for land"*
- 3.3.39 Given this the Council currently has an excess of the required supply target, this equates to 9.6 years supply when measured against the five-year supply target of 700 dwellings per year.
- 3.3.40 The emerging Strategic Housing Land Availability Assessment (SHLAA) will address the longer term land supply for housing over the Plan period.

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<sup>27</sup> Cambridge City Council Annual Monitoring Report 2011

<sup>28</sup> This domain measures the physical and financial accessibility of housing and key local services. The indicators fall into two sub-domains: 'geographical barriers', which relates to the physical proximity of local services and 'wider barriers' which include issues relating to access to housing such as affordability. Further information is available at <http://www.communities.gov.uk/documents/statistics/pdf/1871208.pdf> (accessed January 2012)

- 3.3.41 Between 1999 and 2009 housing development has been concentrated on sites within the existing areas of the city. However, this will change in forthcoming years, as development sites on the fringes of the city are released from the Green Belt by the 2006 Local Plan, gain planning permission and are constructed. These include:
- Trumpington Meadows - 1,200 new homes (557 within the city);
  - Glebe Farm – 286 homes;
  - Clay Farm – up to 2,300 homes;
  - Bell School – 347 homes;
  - North West Cambridge – outline application for 3,000 homes and 2,000 student units (1,500 and 1,000 units in the city respectively); and
  - NIAB – 1,593.
- 3.3.42 The North West Cambridge site is land holdings owned by Cambridge University and much of this development will help support the University's growth.
- 3.3.43 In addition to a general need for more housing, there is also an acute need for more affordable houses in Cambridge, with an identified need of 1,910 more affordable houses per year; an increase of 220 since 2010. The current Local Plan policy is for 40% or more affordable housing to be provided on sites of 0.5 hectares or 15 dwellings or more. According to the Cambridgeshire County Council Research and Monitoring Team approximately 4,900 homes have been built in the city since 2001 of which 27% were affordable<sup>29</sup>. 82% of the need for affordable housing is estimated as being for social rented and 18% for intermediate tenures. In 2009 8% of the City's housing stock was Houses in Multiple Occupation (HMO)<sup>30</sup>. Anecdotal information indicates this has now risen to 12.6% and around 5,000 homes in the city of which just over 1,000 are thought to be occupied by students.
- 3.3.44 In 2009 there were 7,362 applicants on the Council's Housing Need's Register, an increase of 18% from 2008. Based on household size, the greatest identified need is for 1 and 2 bed accommodation<sup>26</sup>.
- 3.3.45 The AMR identifies that Cambridge has around 55 Gypsy and Traveller Households living in five permanent licensed Gypsy and Traveller pitches on two licensed caravan sites (not specifically designated as G&T) and in local authority housing. The Gypsy and Traveller Needs Assessment identified the need for one pitch between 2021 and 2026<sup>31</sup>.

### **Community facilities**

- 3.3.46 Cambridge acts as a service centre, meeting the needs of residents of the City and surrounding area for community facilities. It has a vast heritage of museums,

<sup>29</sup> Cambridgeshire County Council (2011). Cambridge City Annual demographic and socio-economic report

<sup>30</sup> Cambridge City Council (2009) Housing Strategy 2009-2012

<sup>31</sup> Baker, T (2011). Cambridge Area Gypsy and Traveller Accommodation Needs Assessment (GTANA) [online] available at: <http://www.peterborough.gov.uk/pdf/env-plan-evibase%202011%20GTANA.pdf> (accessed January 2012)

libraries, collections, culture and arts activities, and leisure facilities much of it centred around the University of Cambridge. These facilities provide not only a focus for local communities but also provide greater opportunities for integration between local communities, students and visitors helping to add to the vibrancy and vitality of Cambridge.

- 3.3.47 In particular, Cambridge has a range of leisure facilities that include 2 cinemas, 3 snooker/pool halls, 4 nightclubs, nine health clubs and 1 ten-pin bowling centre. These facilities are used both by Cambridge residents and by residents outside of Cambridge. Anecdotal evidence indicates there has been pressure on leisure facilities in recent years, including the loss of public houses, and also planning applications for change of use from a pool hall to a supermarket and a nightclub to restaurant and flats.
- 3.3.48 Cambridge benefits from some 744 hectares of Protected Open Space, of which 348 hectares on 163 sites is publicly accessible. This provides opportunities for recreation to support the health and well-being of local communities. Cambridge also has a number of civic spaces, including the Market Square, which is important for a range of recreational, commercial and ceremonial reasons<sup>32</sup>.
- 3.3.49 While Cambridge provides a good standard of general community facilities there has been a growing recognition of the increasing demand for childcare and education provision in Cambridge due to increasing fertility rates and rising birth rates. This has given rise to demand for childcare and primary school places, which will eventually feed through into secondary school and further education provision. Currently the average percentage of primary aged children attending their catchment school in Cambridge is 56.9% compared to 72.1% for Cambridgeshire<sup>33</sup>. Similarly the percentage of secondary aged children attending their catchment school in Cambridge is 54.5% compared to 79.3% for Cambridgeshire. In response to increasing demand for childcare and education provision in Cambridge a number of schools are expanding in size including a number of new primary schools and a secondary school as part of the forthcoming urban extensions.

#### **What would the situation be without the plan?**

- 3.3.50 The Local Plan (2006) makes provision for a considerable amount of housing to be developed in the urban extensions in the short to medium term. Existing policies should also ensure delivery of 40% affordable housing, apart from North West Cambridge where 50% will be delivered for University key workers. Notwithstanding the high provision on these sites, the demand for affordable housing is still likely to increase, exacerbating the already existing difference between affordable housing demand and supply. There is an identified need for a mix of types and sizes, in particular smaller properties and affordable properties for first time buyers, which is unlikely to be met with the current policy framework. This demand may further

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<sup>32</sup> Source: from discussions with Cambridge City Council

<sup>33</sup> Source: [online] available at

<http://map1.cabridgeshire.gov.uk/observe/Flash/Profiles/WardProfiles/atlas.html> (accessed January 2012)

increase bearing in mind the increasing proportion of HMOs in Cambridge since 2009<sup>34</sup>.

- 3.3.51 The high cost of housing also forces people to move further from the city in order to be able to afford a home which has knock on consequences for other sustainability issues including the need to commute and increased congestion in the city.
- 3.3.52 The trend towards an ageing population also means that there may be an increased shortage of housing appropriate for elderly and disabled people. The existing Local Plan (2006) places strong emphasis on quality of housing design including for affordable housing and housing for people with disabilities. The application of lifetime homes standards to new housing development can assist in addressing the problem.
- 3.3.53 Overall, Cambridge is a prosperous city but still experiences pockets of significant deprivation in terms of education, skills and training, health deprivation and disability, as well as crime in the east and north of the city. Furthermore there is an identified trend of increasing deprivation that may continue if not effectively addressed.
- 3.3.54 Although the Local Plan (2006) aims to protect and enhance existing and new community facilities it is likely they will face greater competition for more profitable uses, such as commerce or housing. The investment in social and community development infrastructure is important to the creation of sustainable communities and it will be important to ensure adequate provision is provided. Cambridge's increasing population and rising birth rates will lead to greater pressure on existing primary and secondary education provision and potentially lead to intensification of education sites on school playing fields and play areas.
- 3.3.55 The Green Belt, open spaces and grounds around buildings and the extent of green spaces within the city form a vital part of the character of Cambridge. However, these areas (including the Green Belt) may face pressure to meet future housing need.
- 3.3.56 Although Policy 4/14 of the Local Plan (2006) aims to minimise the impact of development within or adjacent to the AQMA Cambridge continues to breach national air quality objectives across a large part of the city. It is likely that this will continue with planned future development activity.

### **What are the key issues and opportunities?**

- 3.3.57 There is a need to:
- Arrest the trend in increased deprivation particularly within wards to the north and east of Cambridge

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<sup>34</sup> Cambridge City Council (2009) Housing Strategy 2009-2012

- Improve the health and well-being of Cambridge residents and reduce inequalities in health particularly in the north and east of Cambridge
- Reduce inequalities in the educational achievement level of economically active adults and develop the opportunities for everyone to acquire the skills needed to find and remain in work
- Capitalise on the ethnic diversity of the city and its contribution to vibrant and inclusive communities
- Protect and enhance community, leisure and open space provision, particularly in wards anticipated to experience significant population growth including Trumpington, Castle and Abbey
- Ensure the timely provision of primary and secondary education in the locations where it is needed
- Increase delivery of affordable and intermediate housing, in particular one and two bedroom homes
- Ensure that the design and size of new homes meet the needs of the existing and future population, including the elderly, disabled people and those in poor health
- Improve air quality in and around the Cambridge City Centre AQMA and along routes to the City including the A14

#### **Are there any data gaps?**

- There is limited information on the current provision and need for places of worship, church halls, community centres, public halls public houses, and meeting places
- There is limited information to the extent of contaminated land within Cambridge
- There is limited information on noise levels and the impact of noise on communities and health in Cambridge

### **3.4 ECONOMY**

#### **Introduction**

- 3.4.1 The second element or sustainability theme within the SA Framework is that of the economy. Local economies are open to global, national and regional influences and changes in the wider economy. This presents numerous threats and opportunities. Recognition of local strengths and weaknesses, and public private partnership, are important in ensuring local preparedness to adapt to change, address threats and respond to opportunities. A healthy and prosperous economy is key to a healthy society (e.g. town vibrancy, good environments to live and work) and with careful planning it should also enhance environmental well-being.
- 3.4.2 Local economies are characterised by a range of interlinked factors, including housing and transport which, within this report, are discussed in Sections 3.3 and 3.5. This section focuses on employment, skills and education as key factors that influence the local economy of Cambridge.

## What is the policy context?

- 3.4.3 **Planning Policy Statement (PPS)1**<sup>35</sup> states that planning should make suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life and contribute to sustainable economic development. As such, planning authorities should ensure that suitable locations are available for industrial, commercial, retail, public sector (e.g. health and education) tourism and leisure developments, so that the economy can prosper; focus development that attracts a large number of people in existing centres, and set a clear vision for the future pattern of development.
- 3.4.4 **PPS4**<sup>36</sup> aims to deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change. It also aims to promote the vitality and viability of town centres and other centres and to raise the quality of life and the environment in rural areas by promoting thriving, inclusive and locally distinctive rural communities whilst continuing to protect the open countryside for the benefit of all. PPS4 provides a series of guidelines to meet these objectives. These include assessing the need and supply of land for economic development, planning for that need by setting a clear economic vision, supporting existing businesses, using existing land efficiently and promoting sustainable transport opportunities. Preference for sites for economic development should be given to:
- Locations in appropriate existing centres where sites or buildings for conversion are, or are likely to become, available within the Plan period;
  - Edge-of-centre locations, with preference given to sites that are or will be well connected to the centre;
  - Out-of-centre sites, with preference given to sites which are or will be well served by a choice of means of transport and which are closest to the centre and have a higher likelihood of forming links with the centre; and
  - Preference should also be given to the needs of deprived areas above similar sites in less deprived areas.
- 3.4.5 PPS4 sets out the sequential approach for 'main town centre uses' – this includes retail, leisure, arts, culture and tourism and also offices. However, the Draft NPPF is seeking to remove the sequential approach for office development.
- 3.4.6 The **Draft National Planning Policy Framework (NPPF)**, which is due to replace PPSs and Planning Policy Guidance (PPGs) contains a presumption in favour of sustainable development and emphasises that significant weight should be placed on the need to support economic growth through the planning system.

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<sup>35</sup> Planning Policy Statement 1: Delivering Sustainable Development (2005) [online] available at: <http://www.communities.gov.uk/publications/planningandbuilding/planningpolicystatement1> (accessed January 2012)

<sup>36</sup> Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009) [online] available at: <http://www.communities.gov.uk/publications.planningandbuilding/planningpolicystatement4> (accessed January 2012)

3.4.7 The **Local Plan** (2006) contains a number of objectives which relate to the economy. These are:

- To promote economic growth in sustainable and accessible locations;
- To promote the growth of and linkages between employment clusters such as high technology/biotechnology/ICT/higher education;
- To recognise innovation and enable Cambridge's role as a world leader in higher education, research, and knowledge based industries;
- To implement the selective management of the economy;
- To protect the best industrial and storage areas and provide a range of new employment land; and
- To maintain and enhance the diversity of jobs available in the City.

#### **What is the baseline situation?**

3.4.8 75% of Cambridge's population is of working age (16-64) and of those 75% are economically active (working or seeking work)<sup>37</sup>. Nevertheless, Cambridge's labour demand is greater than its available workforce with a jobs-to-population ratio of 1.13 in 2008. As a result Cambridge has very low rates of Jobseeker's Allowance (JSA) claimants (1.8%) compared to the rest of England (3.5%)<sup>38</sup>.

3.4.9 In 2010 Gross Value Added (GVA)<sup>39</sup> per job in Cambridge was £40,000, which was slightly below that of neighbouring South Cambridgeshire (£45,000 per job). Figures for Cambridge and South Cambridgeshire show an annual economic output (GVA) approaching £7.5bn and according to the 2010 UK Competitiveness Index, Cambridge is one of the five most competitive cities in the UK and it is ranked 32nd for competitiveness out of 380 authorities. Furthermore, Cambridge is highlighted as one of the most recession-proof cities in the UK and one of those likely to grow significantly over the coming years<sup>40</sup>. The Cambridge economy is substantial, productive and competitive, and contains institutions and firms of local and national significance.

3.4.10 Within this overall positive picture of the Cambridge economy, parts of Cambridge still experience significant deprivation. For example, while the rates of Jobseeker's Allowance (JSA) claimants (% of all people aged 16 to 64) was 1.8% in Cambridge as a whole, compared with 3.5% in the rest of England, this low average may mask local disparities. In particular there are pockets of employment and income deprivation in the northern and north-eastern parts of the City with the number of JSA claimants

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<sup>37</sup> Cambridgeshire County Council (2011) Cambridge City – Annual demographic and socio-economic report [online] available at:<http://www.cambridgeshire.gov.uk/NR/rdonlyres/3B0B3A7B-E448-4D61-A853-0B5A1A467969/0/CambridgeCityDistrictReport2011.pdf>

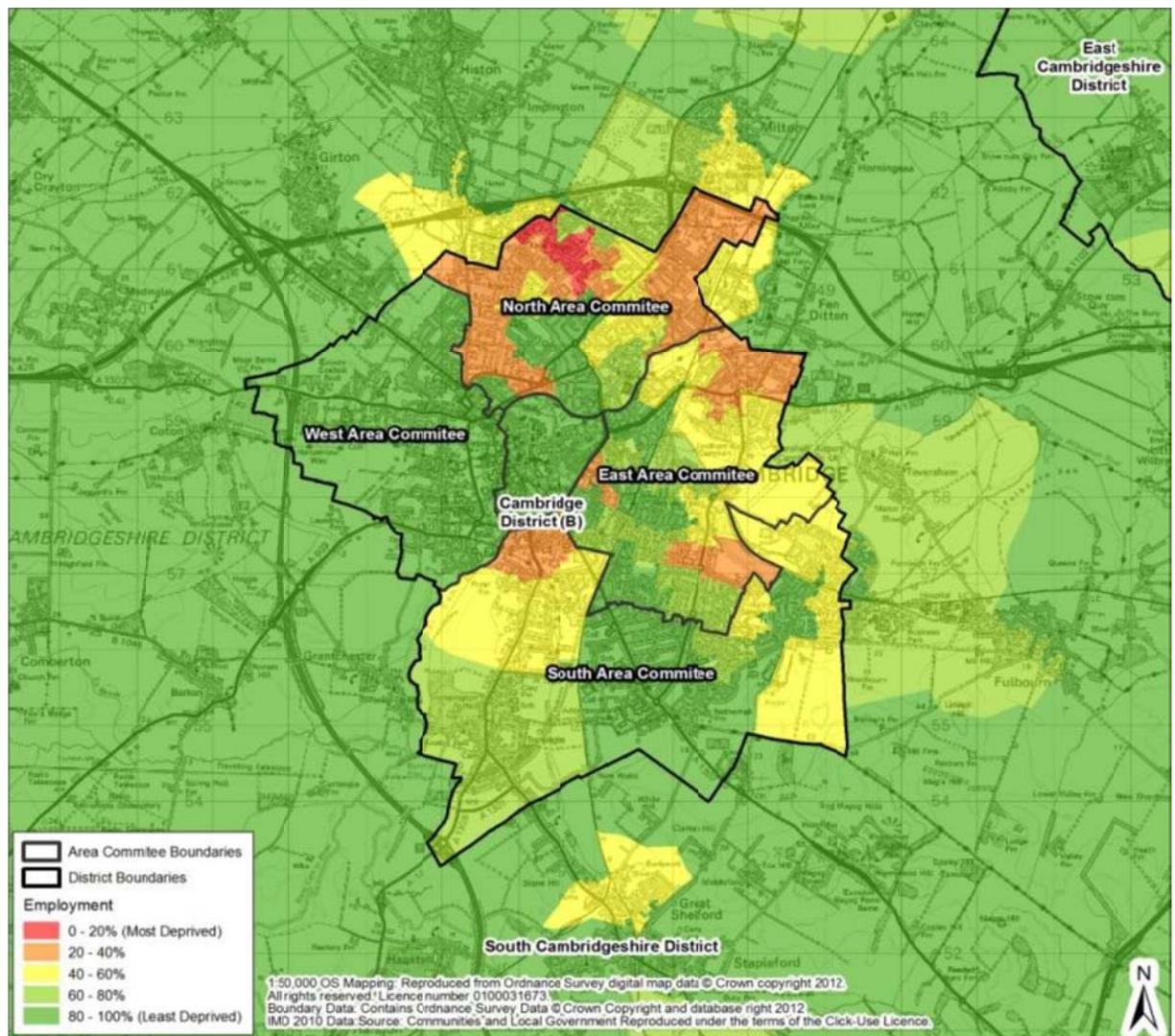
<sup>38</sup> *ibid*

<sup>39</sup> Gross Value Added is the value of goods and services that have been produced, less the cost of all inputs and raw materials that are directly attributable to that production (the difference between input costs and output prices). GVA represents the income generated by economic activity within different parts of the UK economy.

<sup>40</sup> Centre for Cities (2011). Cities Outlook 2011 [online] available at:  
[http://www.centreforcities.org/assets/files/Cities%20Outlook%202011/CITIES%20OUTLOOK\\_2011.pdf](http://www.centreforcities.org/assets/files/Cities%20Outlook%202011/CITIES%20OUTLOOK_2011.pdf)

particularly concentrated in Abbey Ward and Kings Hedges<sup>41</sup> (see Figure 9 and Figure 10)

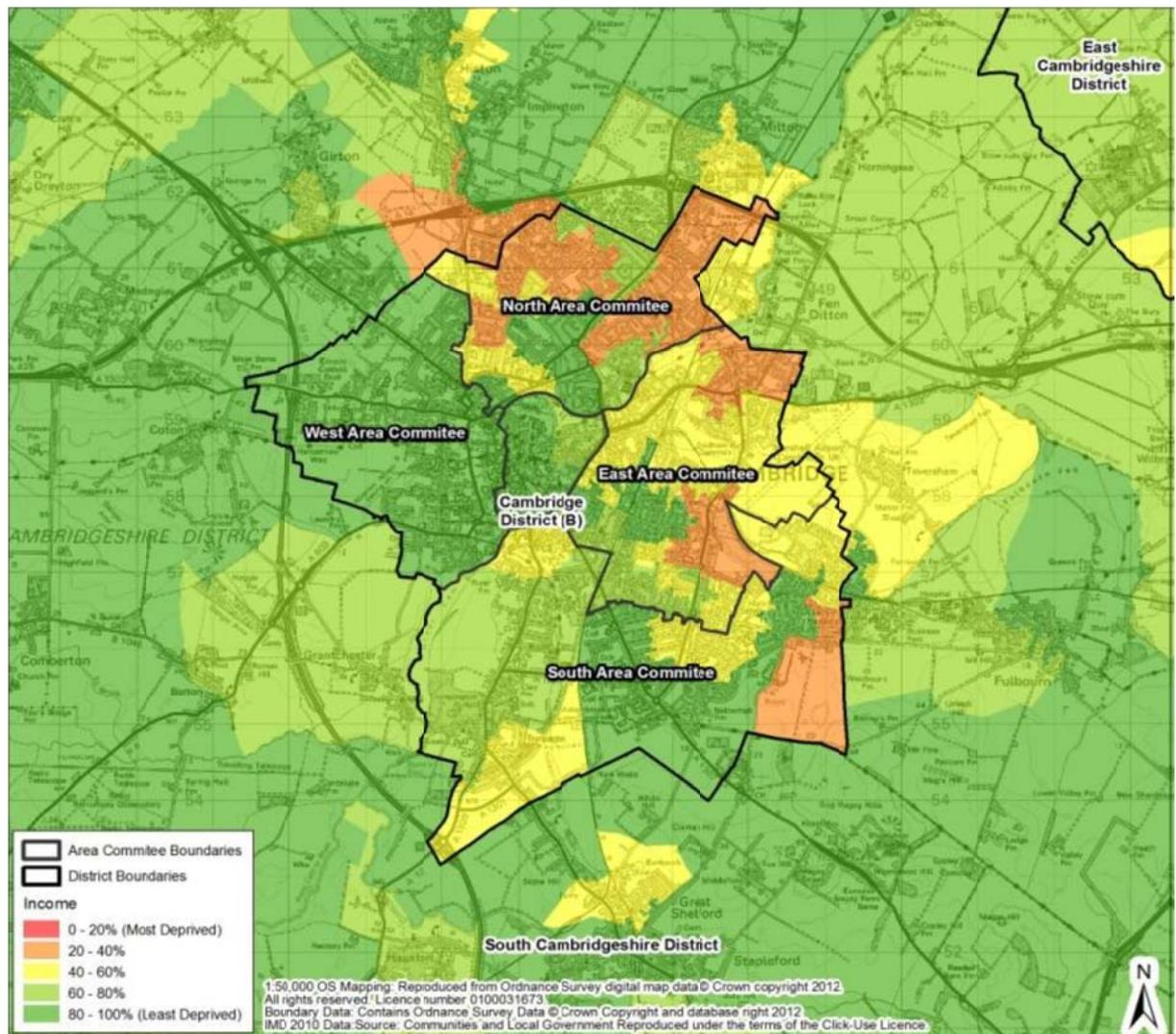
**Figure 9:** Map of Index of Multiple Deprivation (IMD): Employment domain



3.4.11 Figure 9 demonstrates that overall Cambridge is above average in terms of employment deprivation, but with significant pockets of deprivation especially in the northern and eastern parts of the City.

<sup>41</sup> Source: <http://map1.cambridgeshire.gov.uk/observe/Flash/Profiles/WardProfiles/atlas.html> (accessed January 2012)

**Figure 10:** Map of Index of Multiple Deprivation (IMD): Income domain



3.4.12 Figure 10 demonstrates that income deprivation in Cambridge is located in similar areas to employment deprivation, principally in the north and east of Cambridge.

### **Economic sectors**

3.4.13 Cambridge has four important sectors that contribute to the local economy. These are higher and further education and the related research institutes, high-tech business, retail and tourism. These four sectors have proved relatively resilient to the recession and are recognised to have significant growth potential.

### **Higher and Further Education and research community**

3.4.14 Cambridge's wider research community which encompasses the University of Cambridge, Anglia Ruskin University and various research institutes, provides genuinely world class science and research. On virtually all the majority of global rankings, the University of Cambridge is consistently among the top five in the world. In the UK it is regularly placed at the top of the University rankings.

- 3.4.15 Higher and further education contributes significantly to the local economy. The University of Cambridge employed more than 11,700 people directly and indirectly supported more than 77,000 jobs in 2006. It was estimated at the time that if the University did not exist, the economic impact on the UK economy between 2006 and 2016 would be a £4.4 billion loss in GDP and approximately 10,800 fewer jobs, and the impact on the region would be even greater. This excludes the importance of the technology cluster associated with the university.
- 3.4.16 If you add the value derived from the interaction of the University with the business community the value would be greater still. University of Cambridge spin-outs have attracted more venture capital investment than any other UK university. Cambridge was at the forefront of university-business interaction in 2006-07, and filed 112 patents, generated 35 licences, increased its overall portfolio of active spin-outs to 45 and generated income of almost £3.5 million from intellectual property.
- 3.4.17 There are 28 language schools and 3-4 specialist schools/tutorial colleges in Cambridge. These make an important contribution to the city's economy with fees and accommodation generating around £50million per annum and spend in the local area thought to exceed £78 million per annum. The equivalent of 124,000 student weeks per year were taught at the language schools in 2009, this had increased from 122,000 in 2007. There has been a 55% increase in the last 17 years. This now represents around 30,000 language students passing through the schools every year. As a result, the language schools generate significant demand for additional student accommodation.
- 3.4.18 Accommodation for University of Cambridge students and staff is provided within the colleges and other properties owned by the University. To ensure the University is able to retain and attract key staff, key-worker affordable housing will be provided on the North-West Cambridge Site. This is expected to meet current demand.
- 3.4.19 Anglia Ruskin University (ARU) does not currently have sufficient student residential accommodation and as a result is heavily dependent on houses acquired on short leases and on lodging accommodation with local families<sup>42</sup>. Significant improvements to the East Road Campus and student accommodation being developed at the CB1 and Brunswick sites will ease but not fully address this demand.
- 3.4.20 The language schools attract a large number of short term students who generally reside with local host families during their stay providing a source of additional income for local families. A number of schools also have leases on speculatively built student hostels to house their students over the summer months. Very few provide their own permanent accommodation<sup>43</sup>. Language schools are increasingly offering extended courses and courses with a duration of a year or more.

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<sup>42</sup> Cambridge City Council Topic Paper on Higher and Further Education

<sup>43</sup> *ibid*

## High tech sector

- 3.4.21 Over the last 50 years, Cambridge has developed an advanced technology-based business community. Disaggregated data<sup>44</sup>, last produced in 2006, reported that there were 458 high tech businesses in Cambridge compared to 480 in South Cambridgeshire and that 16,390 were employed in the high tech sector in Cambridge compared to 17,252 in South Cambridgeshire.
- 3.4.22 In terms of its structure, Cambridge and South Cambridgeshire's high tech business community is made up of a few large businesses and a large number of small, diverse and rapidly growing businesses. There is a large sectoral mix with businesses specialising in drug discovery, bioinformatics, software, computer hardware, electronics, ink-jet printing, computer games, clean tech and web-based new media all represented. Some of the high tech businesses are producing physical products but increasingly, many are not. Instead many focus on providing services surrounding scientific knowledge, such as protecting intellectual property. The sector is predicted to grow rapidly in the future.
- 3.4.23 The growth of the high-tech cluster in Cambridge has been supported through 'selective management' of the economy. Under this policy employment land in and close to Cambridge is reserved for uses which include for high tech businesses concerned primarily with commercial research and development.

## Retail sector

- 3.4.24 Cambridge City Centre is a regional shopping centre. Investment in the Grand Arcade was important in boosting this retail offering. Cambridge Retail Park (on Newmarket Road) and more recently Cambridge Leisure Park (on the old cattle market site) compliment the established retail and cultural offer. Shopping in the City Centre is split between the historic core and Fitzroy/Burleigh Street areas, which includes the Grafton shopping centre. In recent years retail development has taken place in the City Centre with the development of the Grand Arcade and Christ's Lane, and a small expansion of the Grafton Centre. The historic nature of the City Centre is such that there are few sites available for further retail expansion.
- 3.4.25 In addition to the City Centre there are three District Centres: Mitcham's Corner, Mill Road East, and Mill Road West. Mill Road in particular has a great diversity of independent shops and retailers. Retail warehousing providing mainly bulky goods is found in out of centre sites concentrated around Newmarket Road, at the Cambridge Retail Park and the Beehive Centre.
- 3.4.26 The Cambridge Sub-Region Retail Study (2009) showed that retail in Cambridge was performing well. The conclusions of the study were that it would not be necessary to plan for significant new retail development in Cambridge City Centre in the short term and that the City Centre should go through a "settling down" period following

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<sup>44</sup> Cambridgeshire County Council (2006). Employment in the high tech community [online] available at: <http://www.cambridgeshire.gov.uk/NR/rdonlyres/E394F26D-3925-4B75-AF95-BEF041B1BE82/0/HiTech06.pdf>

the introduction of Christ's Lane and the Grand Arcade shopping schemes. It concluded that the focus should be on infill development and/or replacement of existing floorspace which is of a poorer quality. In addition, while the study demonstrates that out-of-town retail is performing well, it advises against the provision of further out-of-centre retail development. However, this study may no longer be up to date as it was produced just before the economic recession and therefore the growth rates used may have been over optimistic. In addition, the study took into account the development of Cambridge East and this development will now not be taking place in the short to medium term.

- 3.4.27 The North West Cambridge Supplementary Retail Study (SRS) found that there was a qualitative need for a main foodstore in NW Cambridge as this part of the city is poorly served by main foodstores at present. This means that a high proportion of existing residents shop at out-of-centre stores such as Milton and Bar Hill, causing unsustainable travel patterns. This situation is likely to be exacerbated by the new population at the development sites in North West Cambridge; the University site, NIAB sites and Orchard Park.
- 3.4.28 Informal Planning Policy Guidance (IPPG) on Foodstore Provision in North West Cambridge was produced jointly with South Cambridgeshire District Council in March 2011. The IPPG sets out a strategy for a medium sized supermarket (2,000 sq m net floorspace) in the local centres at both the University site and NIAB site, and a small supermarket in the local centre at Orchard Park.

## **Tourism**

- 3.4.29 Cambridge is an important international visitor destination. The Local Plan (2006) seeks to manage rather than promote tourism<sup>45</sup>. Cambridge's strengths in relation to tourism are important in understanding the area's current economic character. The fact that Cambridge continues to attract academics and business people from around the world is crucial in terms of its overall profile while international tourists – of all forms – provide a key source of income and one that is increasingly significant in relation to many of the Cambridge colleges as well as the commercial tourism sector. The tourism sector generates £351 million for the local economy and employs over 6,500 people.
- 3.4.30 The East of England Tourism's Volume and Value Study 2007 for Cambridge<sup>46</sup> identified that an estimated 3 million tourists visited Cambridge for a day trip, spending a total of £130 million; and over 1 million tourists visited Cambridge and stayed for more than a day. The figures indicate that overseas visitors stay on average for 8 nights whereas UK visitors spend an average of 2 nights in the City. Overseas visitors also spend, on average, more money than their UK counterparts. The estimated value of tourism to Cambridge is over £473 million.

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<sup>45</sup> Cambridge City Council (2006)/ Cambridge Local Plan 2006 [online] available at: <http://www.cambridge.gov.uk/public/pdfs/cc-local-plan-2006.pdf>

<sup>46</sup> East of England Tourism (2009). Volume and value study [online] available at: <http://www.cambridge.gov.uk/public/docs/Tourism%20volume%20and%20value%20study.pdf>

3.4.31 The large numbers of visitors to Cambridge create demand for short stay accommodation in and around Cambridge. It is understood the city is attempting to increase hotel provision to encourage longer stays and fewer day trips.

### **Employment forecasts**

3.4.32 Given the strong performance of the Cambridge economy, there is a need to ensure sufficient land is available for employment and for housing a growing labour force. A forecast, produced by Cambridgeshire County Council's Research Group, suggested that the resident labour force of Cambridge and South Cambridgeshire has increased by a relatively modest 6,800 between 2001 and 2006. However, this probably excludes the most recent migrant workers<sup>47</sup>, who could add up to 2,700 to this figure, giving 9,500 in total. The forecasts suggest that over the fifteen years from 2006 to 2021 the resident labour force is likely to increase by a further 28,750. This forecast was published in 2009. New forecasts will be released in February/ March 2012.

### **Employment land review**

3.4.33 The Council's Employment Land Review (ELR) reviewed trends in employment land over the period 1998 to 2006. The ELR found that gains in employment land (particularly R&D and offices) were focussed on the edge of the city and while losses to employment land were in the City Centre. The ELR found a potential unconstrained supply of 135 ha of previously undeveloped consented and allocated land with potential for 611,000m<sup>2</sup> of development; however very little of this was in the City Centre.

3.4.34 Since the ELR was published there have been a number of changes in circumstances in Cambridge (including the recession, the inability to develop the airport site at Cambridge East and the withdrawal of the A14 improvement scheme) and as a result the Council is currently reviewing and updating the ELR.

### **What would the situation be without the Plan?**

3.4.35 The Local Plan (2006) contains a number of policies to protect and enhance the local economy. These relate to promoting growth in sustainable and accessible locations, promoting growth of and linkages between employment clusters, supporting the innovation sector and selectively managing the provision of buildings for offices, high tech uses, R&D uses and educational uses.

3.4.36 There is therefore a built-in assumption within the Local Plan (2006) of the kinds of development which are suitable. However, in light of more recent evidence such as the Cambridge Cluster at 50 Report, it is possible that the Local Plan (2006) would not capitalise fully on the strengths of the local economy.

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<sup>47</sup> SQW (2011). Cambridge Cluster at 50, the Cambridge Economy: Retrospect and prospect

- 3.4.37 **Higher and further education** – The higher and further education sector places a high demand on existing housing provision in Cambridge. The universities are affected by housing affordability in Cambridge, which is harming their ability to recruit and retain key workers. Furthermore, the growth of specialist language schools in Cambridge places an additional demand on housing. To some extent this is partially offset by the use of host families. While land for University uses is prioritised in the Local Plan (2006) there is still a shortfall of affordable accommodation for University key workers and staff. This will be addressed in the short term with the development of the North West Cambridge site.
- 3.4.38 More specifically the Local Plan (2006) prevents the expansion of new language schools and specialist schools/tutorial colleges within Cambridge. Without the revised plan the expansion of language schools will be prevented, which given their contribution to the local economy, could be detrimental. On the other hand, continuing to prevent their expansion will limit the additional demand for accommodation.
- 3.4.39 **High tech sector** – Without the Plan high-tech businesses would not be properly encouraged through the planning system. There is currently insufficient space in Cambridge for small R&D businesses to grow and for larger businesses to have their headquarters. As a result, growing businesses tend to move out of Cambridge City Centre.
- 3.4.40 It is also likely that without the Plan high tech businesses will not be strategically placed to benefit from linkages to the research community and other high tech businesses.
- 3.4.41 **Tourism** – The significant contribution of tourism to the local economy may not be fully capitalised on in the Local Plan (2006), which states that Cambridge City Council has a ‘policy of managing rather than promoting tourism’<sup>48</sup>. Without the Plan it is likely that the contribution of tourism to the local economy would not be fully supported through the provision of adequate tourist accommodation.
- 3.4.42 **Retail** – Major retail expansion in the city is not currently promoted in the existing policy framework and no sites are allocated solely for retail provision. However, there is an identified need for additional convenience shopping in the north of Cambridge.

### **What are the key issues and opportunities?**

- 3.4.43 There is a need to:
- Maintain and capitalise on Cambridge’s position as one of the UK’s most competitive cities

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<sup>48</sup> Cambridge City Council (2006). Cambridge Local Plan 2006 [online] available at: [http://www.centreforcities.org/assets/files/Cities%20Outlook%202011/CITIES%20OUTLOOK\\_2011.pdf](http://www.centreforcities.org/assets/files/Cities%20Outlook%202011/CITIES%20OUTLOOK_2011.pdf)(accessed January 2012)

- Address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges
- Capitalise on the value that language schools/specialist tutorial colleges contribute to the local economy, but balance this against the increased impact this may have on the housing market
- Ensure provision of appropriate office space for small and growing high tech businesses and research sectors
- Consider the need for high-tech headquarters and high-tech manufacturing
- Consider whether and how to address the on-going loss of industrial floorspace
- Encourage more sustainable growth of tourism which recognises the pressure it places on the City's transport infrastructure and accommodation need
- Ensure the continued vitality and viability of the City Centre and safeguard the diversity of independent shops in areas such as along Mill Road
- Protect local shopping provision in District and Local Centres which provide for people's everyday needs
- Ensure adequate provision of convenience shopping in the north west of Cambridge

#### **Data gaps**

- There is limited information on projected future housing needs of University Colleges to meet student demand. It is understood the Council is discussing this with the University and Colleges
- There is limited information on the future needs and expansion plans of Anglia Ruskin University and whether this can be accommodated within the terms of their recently approved Master Plan for their East Road Campus. It is understood the Council is discussing this with the University
- There is limited information on the required demand and provision of hotel accommodation for long term stays. It is understood the Council is due to undertake a study on this

### **3.5 TRANSPORT**

3.5.1 The third element or sustainability theme within the SA Framework is that of transport. Transport plays a vital role in supporting sustainable development. In economic terms an efficient and well managed transport network connects localities to national and international markets, secures the localised benefits of agglomeration economies and underpins private sector productivity gains. In social terms good connectivity can stimulate labour market flexibility through improvements in accessibility, allowing a wider range of the population to access employment opportunities. Environmental impacts can be reduced by sustainable transport schemes which may include fast, efficient and affordable public transport as well as the provision of walking and cycling infrastructure.

#### **What is the policy context?**

- 3.5.2 **PPS1** sets out the Government's overarching planning policies on the delivery of sustainable development of which transport has an integral role to play. Good spatial planning can reduce the need to travel and encourage a shift towards more sustainable patterns of transport development. PPS1 states that planning should actively manage patterns of urban growth to encourage a modal shift away from the car by making the fullest use of public transport and focussing development in existing centres near to major public transport interchanges.
- 3.5.3 **PPS3** underpins the delivery of the Government's strategic housing policy objectives, and seeks to ensure that development is easily accessible and well-connected to public transport and community facilities and services. It also requires that new developments make efficient use of space, is safe, accessible and user-friendly. Proposed development should take a design-led approach to the provision of car-parking space that is well integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.
- 3.5.4 **PPS4** sets out the Government's policy framework for planning for sustainable economic development in urban and rural areas through more sustainable patterns of development including reducing the need to travel, especially by car.
- 3.5.5 **PPG13** has the objectives of integrating planning and transport at the national, regional, strategic and local level and promoting more sustainable transport choices both for carrying people and for moving freight and emphasises that, by shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, planning can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling.
- 3.5.6 An update to PPG13 was released in 2011, which removed the need for local authorities to set maximum car parking standards for residential developments – this is also taken through by the draft NPPF. Instead car parking standards will be set at a local level.
- 3.5.7 The **Draft National Planning Policy Framework (NPPF)** is due to supersede PPSs and PPGs. The current draft implies that transport reasons alone are not enough to refuse development, unless the impacts are highly significant on the network. Transport related principles include that planning policies and decisions should *“promote mixed use developments that create more vibrant places [and] actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”*.
- 3.5.8 The County Council adopted **Local Transport Plan 3 (LTP3)** in April 2011. LTP3 has a number of objectives, which need to be taken into account when reviewing transport policy. These seek to:
- 1 Reduce the length of commute and the dependence on the private car;

- 2 Manage demand for road space and increase the efficiency of the existing network;
- 3 Encourage a shift to sustainable modes of travel;
- 4 Ensure transport infrastructure is resilient to climate change; and
- 5 Minimise the environmental impact of transport.

### **What is the baseline situation?**

3.5.9 Cambridgeshire’s transport infrastructure includes the strategic road network (the M11, A14 and A1) and the rail links to London and the North of England. More locally, Cambridge is surrounded by a ring of market towns that have strong links into the city via a series of radial routes such as the A10, A1303 and the A1307.

3.5.10 The economic success of Cambridge, combined with restrictions to housing development, has led to an imbalance between jobs and housing. The average house price is nine times the average salary and as a result many people who work in the city cannot afford to live there<sup>49</sup>. As a result large numbers of the employed population have to travel long distances from home to work, promoting unsustainable travel patterns and placing increased pressure on the city’s transport infrastructure.

### **Road network**

3.5.11 The Local Plan (2006) recognises that *“the current infrastructure has little spare capacity and is seriously strained in many areas”*. This has resulted in high levels of congestion in and around Cambridge. This is due to the fact that Cambridge’s labour market extends to, and beyond, the surrounding market towns. Modal share of car is high, and this results in delays in key corridors in and around the city, which are expected to increase significantly in the future as a result of growth.

3.5.12 A 2008 Place Survey<sup>50</sup>, found that of a sample of Cambridge residents, 50% identified traffic congestion as the issue that needed most improvement.

3.5.13 The withdrawal of the A14 improvement scheme from the national road programme means that the route will continue to have marked and potentially worsening impacts on the local transport network<sup>51</sup>. The withdrawal was due to the high capital costs of the project. Despite the withdrawal the Government has committed to increase capacity and improve performance on the A14, which will support proposed housing developments in Northstowe, Waterbeach and Alconbury. The Government will explore innovative ways of financing this work, including tolls,

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<sup>49</sup> Cambridgeshire County Council (2011) Cambridgeshire Local Transport Plan 2011-2026 [online] available at: <http://www.cambridgeshire.gov.uk/NR/rdonlyres/81A57E02-48D8-4C24-862F-B42A900F70D8/0/LTP3PoliciesandStrategy.pdf>

<sup>50</sup> CELLO mruk research (2009) Place Survey – Cambridge City Council – Report on Findings [online] available at: <http://www.cambridge.gov.uk/public/docs/Place%20Survey%202208.pdf>

<sup>51</sup> Note that at the time of consultation on the Proposed Submission Local Plan, the A14 improvement scheme had been put back into the National Infrastructure Plan)

which will also be investigated for other new capacity proposals. By spring 2012, the Government will have developed proposals with local partners for improvements to the A14 road and the other local transport networks.

- 3.5.14 An additional high profile proposal to reduce congestion and transport related emissions in Cambridge was the consideration of the potential to introduce congestion charging. The Transportation Innovation Fund (TIF) study found that this was the most effective way of reducing demand and congestion. However, the TIF bid was unsuccessful after Government removed the funding.
- 3.5.15 The Transport Economic Evidence Study (TEES) study estimates that the cost to Cambridge of congestion, based on the difference between peak and free-flow travel costs will be almost £1bn per annum to the East of England economy and £1.3bn to the national economy by 2021. Congestion therefore leads to a significant loss of economic potential in Cambridge.

### **Cycling and walking**

- 3.5.16 The levels of cycling within Cambridge are amongst the highest in Europe. A large proportion of those that work and live in Cambridge cycle (36%) or walk (19%). The high proportion of cycling in Cambridge is encouraged by the compact and flat nature of the urban environment as well as the high proportion of ‘young and active’ and ‘financially constrained’ individuals within the city, who are more likely to cycle than other groups<sup>52</sup>.
- 3.5.17 Cambridge was awarded National Cycling Town status in 2008 and received £7.2 million to improve cycling infrastructure in and around Cambridge up until 2011. Cambridge City Council operates a number of schemes to encourage cycling within and into the city. These include the ‘cycle parking and pushchairs’ scheme, the ‘cycle training scheme’ and ‘safer routes to school’ scheme.
- 3.5.18 The ‘Cycle Parking Guide for New Residential Developments’ is a material consideration in planning decisions and sets out best practice with regard to layouts, design, spacing and security for use by development control officers, urban designers and developers.
- 3.5.19 Despite the high proportion of cycling within Cambridge, a much lower number of trips are made into and out of Cambridge by bike. Only 2% of trips over one mile are made by bike<sup>53</sup>.

### **Public Transport**

- 3.5.20 Public transport capacity within Cambridge City Centre is relatively limited<sup>54</sup> and the majority of journeys to work in Cambridge are made by car (Figure 11). This is

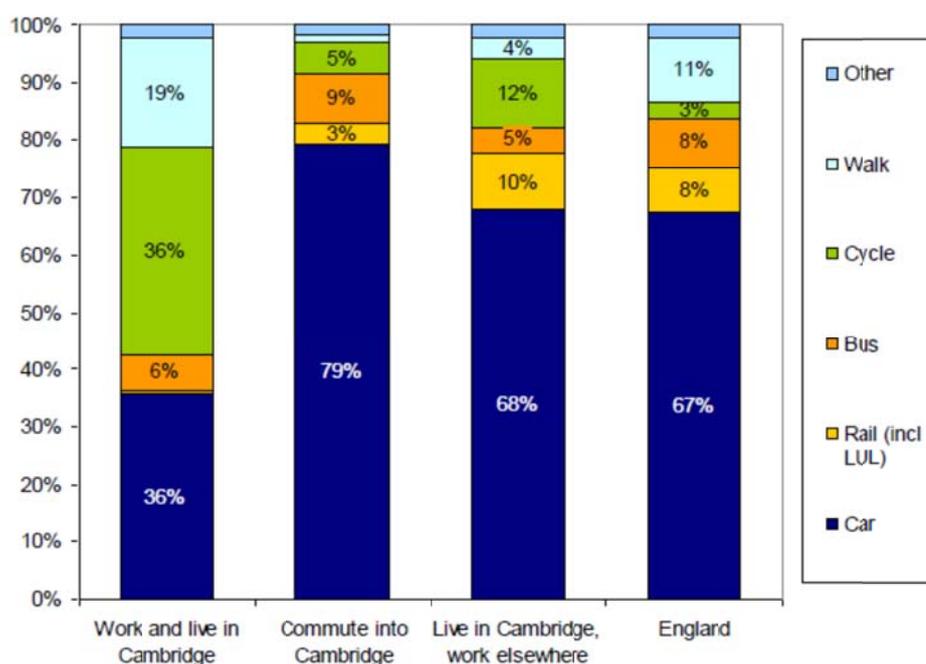
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<sup>52</sup> Source: Steer Davies Gleave – Access to and around Greater Cambridge

<sup>53</sup> Source: <http://www.cambridgeshire.gov.uk/transport/around/cycling/Cyclepolicland+strategy.htm> (accessed January 2012)

particularly the case from areas such as the Haverhill corridors and the Newmarket corridors. There are fewer trips made by car in locations with good access to rail services, such as Ely, Audley End and Royston (see Figure 12). The majority of trips made by bus are from locations closer to Cambridge, typically within the area bounded by the A14 and M11. Furthermore, trips made by bus are more common from the north of the city (i.e. King’s Hedges, Orchard Park, Milton, Girton, Histon and Impington) where the City bus network offers good coverage. In comparison the use and provision of public transport in South Cambridgeshire is relatively low.

**Figure 11: Journey to work – Modal Shares<sup>55</sup>**



3.5.21 Improvements to public transport provision have been made, particularly with the opening of the rapid transit guided bus way between Cambridge and St Ives – linking to Huntingdon. The operators of the guided bus way are considering a direct service to Huntingdon and an extension onto Peterborough. However, given the reduction in the budget available for integrated transport and maintenance Cambridge has limited ability to implement further public transport improvements or large scale transport projects<sup>56</sup>.

3.5.22 The Chesterton Interchange is a proposed new railway station (known as the Cambridge Science Park Station) on the site of the former Chesterton permanent

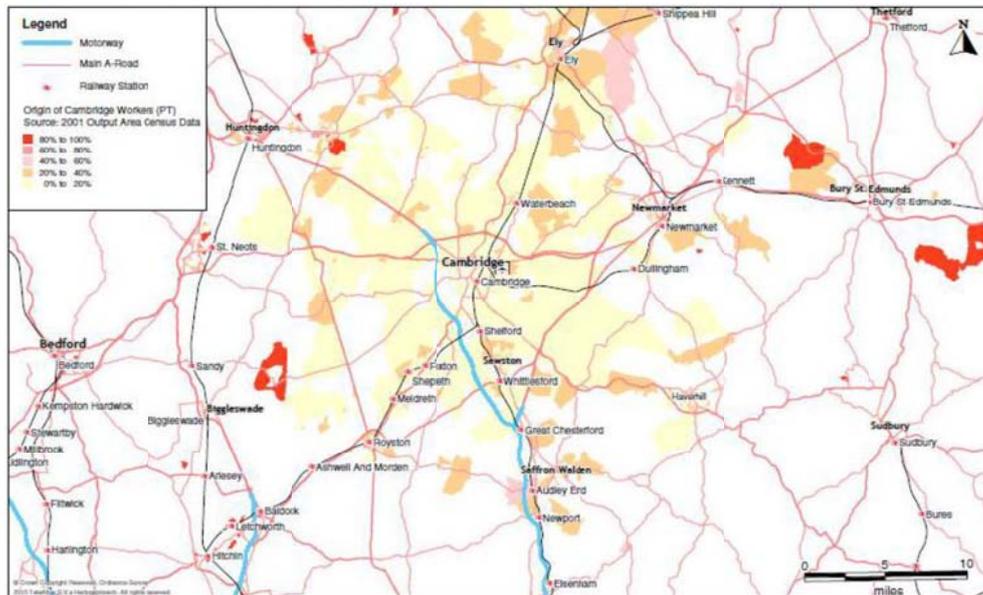
<sup>54</sup> Cambridgeshire County Council (2011). Annual demographic and socio-economic report [online] available at: <http://www.cambridgeshire.gov.uk/NR/rdonlyres/3B0B3A7B-E448-4D61-A853-0B5A1A467969/0/CambridgeCityDistrictReport2011.pdf>

<sup>55</sup> Source: Steer Davies Gleave – Access to and around Greater Cambridge

<sup>56</sup> Cambridgeshire County Council (2011) Cambridgeshire Local Transport Plan 2011-2026 [online] available at: <http://www.cambridgeshire.gov.uk/NR/rdonlyres/81A57E02-48D8-4C24-862F-B42A900F70D8/0/LTP3PoliciesandStrategy.pdf>

way depot to the north of Cambridge. It is close to the Cambridge Science Park, St. John's Innovation Centre and Cambridge Business Parks and the A14 trunk road.

**Figure 12:** Origin of workers using public transport to commute to Cambridge<sup>49</sup>



3.5.23 The rural nature of Cambridgeshire, from which many of the workers in Cambridge commute, means that it is often not viable for commercial bus operators to run traditional services and even when they do, frequencies do not allow people to access the services they need at the times they need. Furthermore, long journey times and poor reliability can often make trips by bus undesirable. As such, outside the rapid bus transit system, the limited areas with good rail connections and the areas in north of the city which are served by the Citi bus, the use of the private car is the preferred mode of transport for many.

3.5.24 The importance of Cambridge as a centre for employment, education and leisure leads to heavy demand for access to the City Centre which, with its narrow streets, leads to congestion. Efforts to reduce congestion in the city centre include the provision of Park and Ride schemes and the use of physical barriers such as bollards. These initiatives have been credited with the fact that the number of cars entering the city centre has remained relatively constant over recent years despite growing demand for access to the city centre<sup>50</sup>. The streets around the restricted central area, however, remain very congested.

3.5.25 The use of rail as a mode of transport for individuals commuting into Cambridge was lower than for other comparable cities<sup>57</sup>. It is likely that this is due to the fact that the railway service is focussed on connecting Cambridge to larger urban centres, such as London, rather than on local communities.

**What would the situation be without the Plan?**

<sup>57</sup> *ibid*

- 3.5.26 Key among the issues affecting Cambridge is the large-scale growth which is planned, with the associated pressure on the transport network and the environment, and the risks of increased congestion, carbon dioxide emissions and poorer air quality.
- 3.5.27 The Local Plan (2006) provides a number of policies to mitigate these impacts. These policies include a preference for new developments in central locations with good access to public transport and with appropriate cycle and pedestrian facilities. The Local Plan (2006) also states that developments will only be permitted where they do not have an unacceptable transport impact. Together with the Council's Area Action Plans it seeks to minimise the impact of development on an already overstretched transport network through limiting dispersed development, and providing homes close to urban centres, which already have good public transport provision.
- 3.5.28 While the Local Plan (2006) should reduce the need to travel, there will still be pressures on the transport network, which is already acknowledged to be 'seriously constrained' in many areas. Without the Plan it is likely that opportunities to further promote sustainable travel behaviours through provision of adequate cycle facilities, travel plans and adequate public transport will not be maximised. In particular, in the absence of the Plan, the car parking and cycle parking standards will remain at the same levels. Car parking standards are now out of date as they were based on maximum levels as set out by PPG13. Cycle parking standards will also need to be reviewed and be brought up to date. In both cases the levels of parking will need to be set based on local evidence.

#### **What are the key issues and opportunities?**

- 3.5.29 There is a need to:
- Build on the high modal share of cycling in the city centre and encourage cycling for journeys over one mile;
  - Reduce the use of the private car and ensure greater access to frequent public transport;
  - Capitalise on the opportunity of new development to discourage private car use and promote the use of more sustainable forms of transport.

#### **Are there any data gaps?**

- No data gaps have been identified.

## **3.6 WATER**

### **Introduction**

- 3.6.1 The fourth element or sustainability theme within the SA Framework is that of water, both in terms of water quality and the availability of water resources. Water quality is assessed by the percentage of river length that has good chemical and ecological status. Ecological status, in turn, is defined as a combination of physio-

chemical elements (e.g. nutrients, pH and dissolved oxygen), biological elements (e.g. fish and algae), specific pollutants and hydromorphology (e.g. depth, width and flow).

- 3.6.2 Poor water quality is typically due to a combination of agricultural runoff, untreated drainage from built-up areas and roads, and discharge from wastewater treatment works. It can affect people's health, and that of plants and animals.
- 3.6.3 The pressures on our water resources are growing. More houses are being built, our population is increasing and we are all using more water. Climate change will only add to these pressures. In England and Wales, roughly 48% of the water abstracted is for household use, 22% for non-domestic use, and 22% is lost due to leakage<sup>58</sup>.

#### **What is the policy context?**

- 3.6.4 The **Water Framework Directive** (2000) commits member states to achieve good qualitative and quantitative status of all water bodies by 2027. To achieve 'good surface water status' both the ecological status and the chemical status of a surface water body need to be at least 'good'. The Directive requires the production of a number of key documents over six year planning cycles. Most important among these are the River Basin Management Plans, to be published in 2009, 2015 and 2021.
- 3.6.5 The **Draft National Planning Policy Framework** identifies flood risk and coastal change, climate change mitigation and the environment as strategic priorities. However, the draft NPPF does not state how the planning system should protect and enhance water quality and water resources. As such there is a risk that in its current form the Draft NPPF would permit development, which was detrimental to the water environment<sup>59</sup>.
- 3.6.6 The **Anglian River Basin Management Plan** 2009 presents the pressures facing the water environment in the Anglian River Basin District, and the actions that will address them.
- 3.6.7 **Water Cycle Strategies (WCS) 2008 and 2011 (Phase 1)**. These strategies examine water supply capacity, wastewater infrastructure, surface water drainage and flood risk management. They are undertaken to ensure that new development can be supplied with water services infrastructure in a sustainable way. The Phase 1 WCS for the Major Growth Sites in and around Cambridge identified no insurmountable technical constraints to the proposed level of growth for the study area.

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<sup>58</sup> Environment Agency (2007) Water supply in England and Wales 2000 to 2007 [online] available at: <http://publications.environment-agency.gov.uk/pdf/GEHO0907BMXP-e-e.pdf?lang=e> (accessed January 2012)

<sup>59</sup> Environment Agency Response to Department for Communities and Local Government Consultation – Draft national Planning policy Framework [online] available at: [http://www.environment-agency.gov.uk/static/documents/Business/2359\\_NPPF\\_response\\_for\\_web.pdf](http://www.environment-agency.gov.uk/static/documents/Business/2359_NPPF_response_for_web.pdf) (accessed January 2012)

3.6.8 **The Phase 2 WCS** provides evidence in support of a more aspirational vision for water management. It aspires to water neutrality<sup>60</sup> and aims to improve biodiversity through protecting water quality and sustainable surface water management.

3.6.9 The **Cambridge Water Company Final Water Resources Management Plan (2010)** and the **Cambridge Water Company Statutory Drought Plan (2007)** set out how the Company will manage its resources to meet the needs of existing and future customers, and those of the environment, over the next 25 years.

### What is the baseline situation?

3.6.10 The Anglian River Basin District which supplies Cambridge contains a diverse environment that ranges from the lowlands of the Fens to the East Anglian coastal estuaries and marshes. Water is essential to the maintenance of the rivers, lakes, estuaries, coasts and groundwater that underpins these landscapes and their wildlife. It is also vital to the livelihoods of those who live and work in the district.

### Water quality

3.6.11 Nearly 70 per cent of **surface water** bodies in the Anglian river basin district are designated as ‘artificial’ or ‘heavily modified’. This is because they have been created or modified for a particular use such as water supply, flood protection, navigation or urban infrastructure. The five surface waters included in the existing Local Plan (2006) (see Table 3.2) are all classified as heavily modified<sup>61</sup>. As such they are only able to achieve good ecological ‘potential’ as they do not represent a ‘natural environment’.

**Table 3.2:** Ecological and chemical status of the surface water bodies in Cambridge<sup>62</sup>

	Overall Status	Ecological Status	Chemical Status	Target
The Cam (upstream)	Poor	Poor	Good	Good by 2027
The Cam (downstream)	Moderate	Moderate	Good	Good by 2027
Bin Brook	Moderate	Moderate	N/A	Good by 2027
Hobson’s Brook	Moderate	Moderate	N/A	Good by 2027
Cherry Hinton Brook	Moderate	Moderate	N/A	Good by 2027

<sup>60</sup> Water neutrality is the concept that the total water used after a new development is no more than the total water used before the development in a given wider area.

<sup>61</sup> By definition, artificial and heavily modified water bodies are not able to achieve ‘natural conditions’. Often the modification to the water body means that the biology is impacted and biodiversity within the water body is reduced.

<sup>62</sup> Source: Cambridge City Council Water resources, management and quality topic paper.

3.6.12 The reasons for not currently achieving good status in these surface waters are due to:

- 1 Heavily modified channels;
- 2 High phosphate levels;
- 3 Lack of diversity and quality of fish and invertebrates; and
- 4 Increased diffuse pollution from surface water runoff.

3.6.13 As a public body Cambridge City Council is committed to having due regard to the Water Framework Directive and the Anglian River Basin Management Plan. Under these regulations, the status of the surface waters and groundwater in Cambridge, as is the case for all surface water and groundwater in the UK, is required to be good by 2027<sup>63</sup>.

3.6.14 For **groundwater**, good status is assessed both by levels and types of chemicals and by the volume of water contained within groundwater. The Cam and Ely Ouse Chalk is the only groundwater site within the existing Local Plan (2006) area. Its current overall quantitative and chemical status is assessed to be poor. In particular the site was assessed to have a poor impact on wetlands and surface waters and has been categorised as having a poor water balance. Nitrates, pesticides and chlorinated solvents were all found when ground water from the site was tested for chemicals.

### **Water resources**

3.6.15 Cambridgeshire, along with the majority of the south east of England, is categorised as an area of severe water stress.

3.6.16 97% of Cambridge Water Company's supply output is abstracted from boreholes in the chalk aquifer to the south and east of Cambridge. Winter rainfall is relied on to recharge the aquifer and restore borehole levels that have been depleted during the preceding summer months. Under the baseline forecast Cambridge Water Company expects to maintain the target headroom<sup>64</sup> throughout the planning period. However, beyond 2035, given the current levels of infrastructure, water demand will exceed available supply. The projected supply-demand balance, under the baseline scenario, over the period is shown in Figure 13.

3.6.17 Over 70% of the water currently supplied by Cambridge Water is on a measured basis, and the benefits of this level of metering in curbing peak demand have been evident over recent years. Cambridge Water states that given the current supply-demand balance, there is no justification or benefit to be gained in the short-term from making significant investment in capital schemes designed to alter that

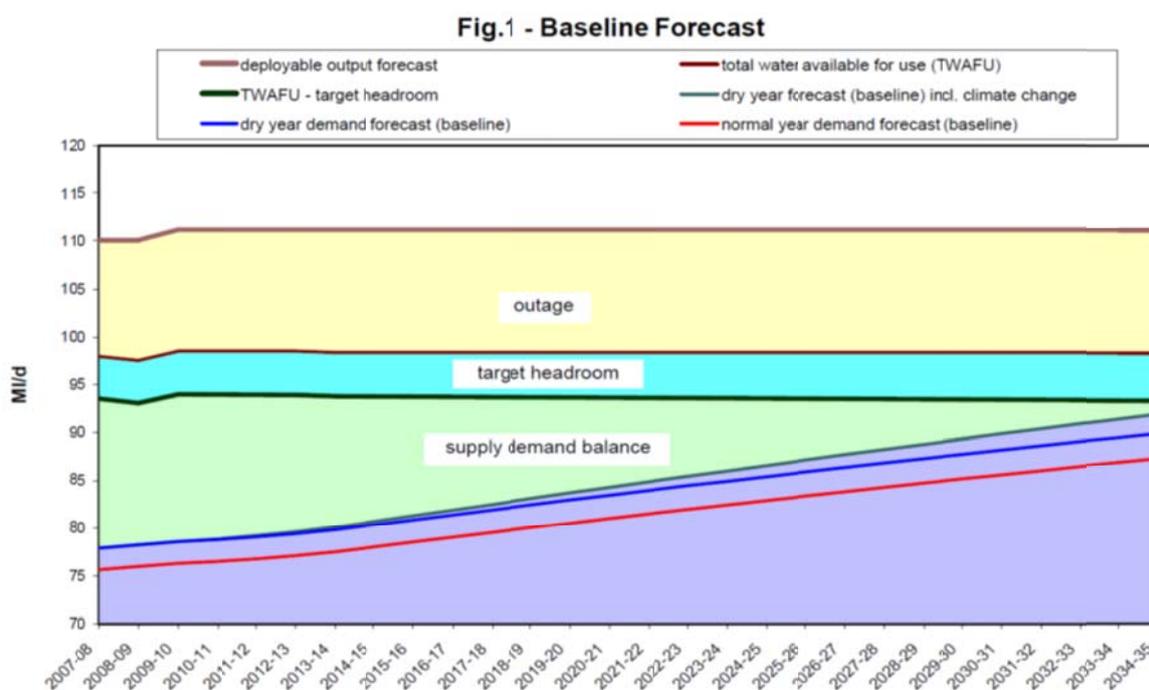
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<sup>63</sup> From information provided by Cambridge City Council

<sup>64</sup> Target headroom is defined as the minimum buffer that a prudent water company should allow between supply (including raw-water imports and excluding raw-water exports) and demand to cater for specified uncertainties (except those due to outages) in the overall supply-demand resource balance.

balance<sup>65</sup>. However, Cambridge has an average per capita water use of 151 litres per day which is significantly above the 80 litres per day recommended in the Water Cycle Strategies.

**Figure 13:** Availability of water resources in Cambridge<sup>66</sup>



### Wastewater

3.6.18 Cambridgeshire has four wastewater treatment works (WwTW) – Utton’s Drove, Cambridge (Milton), Haslingfield and Sawston. Anglian Water’s preferred strategy is for all development in and around Cambridge to drain to Cambridge (Milton) WwTW, and for development at Northstowe and Cambourne to drain to Utton’s Drove WwTW. In order to achieve this there will be a requirement for upgrades to the Cambridge WwTW system. However, it is not expected that wastewater treatment will be a constraint to growth in Cambridge<sup>67</sup>.

### What would the situation be without the Plan?

3.6.19 The WCS suggests that under a business as usual scenario, the new housing development across Cambridge could increase the demand for water by 33% on

<sup>65</sup> Cambridge Water Company (2010) Final Water Resources Management Plan [online] available at: <http://www.cambridge-water.co.uk/customers/water-resources-management-plan> (accessed January 2012)

<sup>66</sup> Cambridge Water Company (2010) Final Water Resources Management Plan [online] available at: <http://www.cambridge-water.co.uk/customers/water-resources-management-plan> (accessed January 2012)

<sup>67</sup> Halcrow Group Limited (2008) Water cycle Strategies – major growth areas in and around Cambridge Phase I outline strategy [online] available at: [http://www.cambridgeshirehorizons.co.uk/documents/environment/Cambridge\\_area\\_wcs\\_phase1.pdf?bcsi\\_s can\\_AB11CAA0E2721250=0&bcsi\\_scan\\_filename=Cambridge\\_area\\_wcs\\_phase1.pdf](http://www.cambridgeshirehorizons.co.uk/documents/environment/Cambridge_area_wcs_phase1.pdf?bcsi_s can_AB11CAA0E2721250=0&bcsi_scan_filename=Cambridge_area_wcs_phase1.pdf)

2006 levels by 2031. The Local Plan (2006) states that “Planning permission will not be granted where this an inadequate water supply, sewerage or land drainage system available to meet the demands of development”. However, there is no provision within the Local Plan (2006) to increase water efficiency within buildings. It is therefore likely that without the Plan, new development will have an adverse effect on water resources and water quality. Increased demand for water will reduce the volume of water in groundwater aquifers and will have an adverse impact on progress towards achieving good status by 2027 as required by the WFD.

3.6.20 The Local Plan (2006) does not take into account the impact of climate change on water resources. There is therefore a risk that without the Plan, the potential impacts of climate change on water scarcity will not be adequately accounted for when assessing development proposals.

3.6.21 In terms of water quality, it is likely that without the Plan, developments will continue to impact on surface water quality. This is because without the Plan full use will not be made of sustainable drainage systems (SUDs) to reduce surface water run-off and surface water pollution. It can also be assumed that without the Plan, water sensitive design, which seeks to mitigate and even enhance the impact on development on water resources, will not be pursued.

#### **What are the key issues and opportunities?**

3.6.22 There is a need to:

- Ensure developments implement the highest standards of water efficiency and place no additional pressure on water scarcity in the region;
- Improve the water quality of Cambridge’s water courses in line with the Water Framework Directive requirements;
- Ensure new development takes sewerage infrastructure into account.

#### **Are there any data gaps?**

- No data gaps have been identified.

### **3.7 FLOOD RISK INCLUDING CLIMATE CHANGE ADAPTATION**

#### **Introduction**

3.7.1 The fifth element or sustainability theme within the SA Framework is flood risk and climate change adaptation. Flooding is a natural process that plays an important role in shaping the natural environment. However, flooding threatens life and damages property and infrastructure. Flooding can be both from rivers (fluvial) and surface water (pluvial). The effects of weather events can be increased in severity both as a consequence of previous decisions about the location, design and nature of new developments and as a consequence of our changing climate. In relation to

flood risk the 2009 UK Climate Change Projections<sup>68</sup> highlight that although there is likely to be little change in the amount of precipitation (rain, hail, snow etc.) that falls annually, it is likely that the pattern of rainfall will change with wetter winters and drier summers. As a consequence flooding from all sources is expected to increase.

- 3.7.2 Government guidance on flood risk emphasises that although flooding cannot be wholly prevented, its impacts can be avoided and reduced through good planning and management. As a consequence of climate change, the Pitt Review<sup>69</sup> into the 2007 floods emphasised that flood risk is here to stay.

#### **What is the policy context?**

- 3.7.3 **Planning Policy Statement 25 (PPS25)** requires that new development should not increase flood risk, and requires developers to design, build and fund the maintenance of SUDS; a Surface Water Management Plan (SWMP) will support this by informing the Local Planning Authority of areas at risk of surface water flooding and by providing an evidence base to aid the consideration of future development options.
- 3.7.4 The **Draft National Planning Policy Framework** addresses flood risk by requiring developers to “avoid inappropriate development in areas at risk of flooding by directing development away from areas at highest risk or where development is necessary, making it safe without increasing flood risk elsewhere”.
- 3.7.5 **Cambridgeshire Strategic Surface Water Management Plan (SWMP) (2011)**. The production of SWMPs was recommended by the Pitt Review following the widespread flooding across England in 2007. The risk of surface water flooding to 4,350 settlements in England was assessed. Cambridge and Milton was found to be in the top 2% of settlements at risk. Concurrent with the Cambridge and Milton SWMP, a wider SWMP has also been undertaken which identifies the ‘top ten’ areas in Cambridgeshire at risk of surface water flooding.
- 3.7.6 The **Flood and Water Management Act (2010)** implemented many of the recommendations from the Pitt Review. It makes the Environment Agency responsible for developing and applying a flood risk management strategy for England and Wales. Local Authorities are required to develop, maintain, apply and monitor a strategy for local flood risk management in their areas. This must cover the risk posed by surface water, watercourse and groundwater flooding.
- 3.7.7 **Great Ouse Catchment Flood Management Plan (CFMP) (2010)** is a strategic broad scale approach to flood risk management on a catchment basis for the next 50-100

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<sup>68</sup> Defra (2009) UK Climate Projections, <http://ukcp09.defra.gov.uk/> (accessed January 2012)

<sup>69</sup>Source:

[http://webarchive.nationalarchives.gov.uk/20100807034701/http://archive.cabinetoffice.gov.uk/pittreview/thepittreview/final\\_report.html](http://webarchive.nationalarchives.gov.uk/20100807034701/http://archive.cabinetoffice.gov.uk/pittreview/thepittreview/final_report.html)(accessed January 2012)

years. The CFMP expects flood risk to increase in the future with climate change, urbanisation and land use change. The CFMP recommends that within the Cambridge policy unit further action to is needed to reduce the risk of flooding now and in the future.

- 3.7.8 The **Green Infrastructure Strategy** 2011 identifies land and water management as a key delivery mechanism for green infrastructure. Opportunities are identified for green infrastructure to help reduce flood risk, by restoring natural flood plains and using sustainable drainage in new developments.

### **What is the baseline situation?**

#### ***Fluvial Flood Risk***

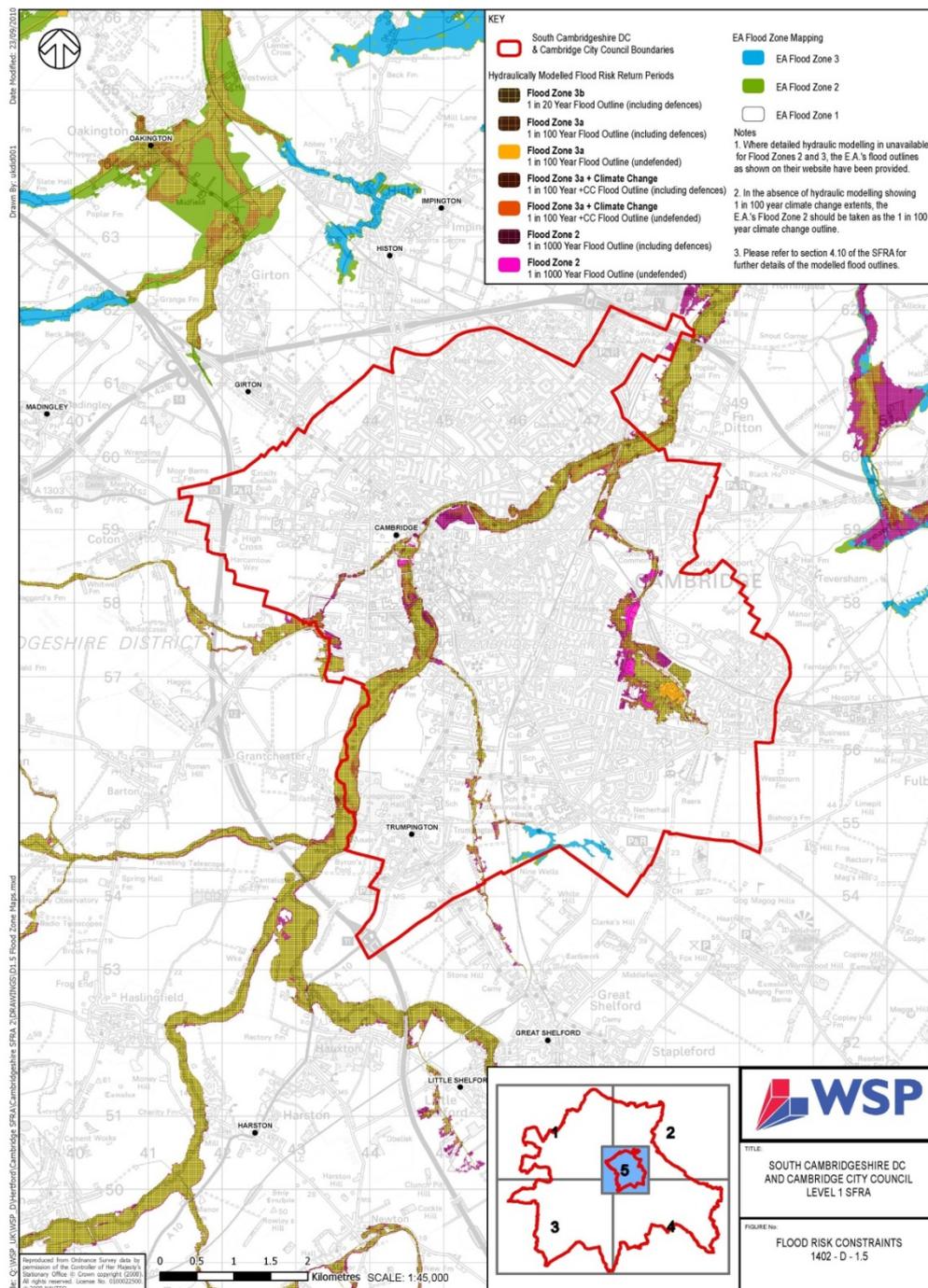
- 3.7.9 The Strategic Flood Risk Assessment (SFRA) (2010) identifies the main areas of fluvial flooding in Cambridge as adjacent to the River Cam, Cherry Hinton/Coldham's Brook and East Cambridge Main Drain, as shown in Figure 14 below. These rivers and brooks have flooded in recent history. Cambridge has a history of fluvial flooding with recording incidents in 1947, 1958, 1978 and 2001.
- 3.7.10 The SFRA evaluates the current (2010) and future flood risk situations over a 105 year timeframe (2115), incorporating the impacts of climate change in line with PPS25. The key message of the SFRA is that the majority of the rivers and watercourses in Cambridge currently pose a risk of flooding and that this risk will be exacerbated in the future due to climate change. Since all land around Cambridge drains into the Cam, development which increases surface water run-off will increase the risk posed by fluvial flooding to Cambridge.
- 3.7.11 Current fluvial flood risk in Cambridge has been estimated. The number of people at risk from a 1 in 10 year flood is 173, a 1 in a 100 year flood is 986 and for a 1 in a 1000 year flood is 1,744. This equates to economic damages of approximately £1.5m, £9m and £20m respectively. Future fluvial flood risk has also been estimated. The number of people at risk from a 1 in 10 year flood is 684, a 1 in a 100 year flood is 1,438 and for a 1 in a 1,000<sup>70</sup> year flood is 2,544 equating to economic damages of £6.2m, £14.2m and £26.3m respectively.
- 3.7.12 The conclusion of the Great Ouse Catchment Flood Management Plan is *"Take further action to reduce flood risk (now and / or in the future)"* which is a recognition that more needs to be done now, to ensure that flood risk in the future is either the same or reduced.
- 3.7.13 The key messages for current fluvial flood risk are:
- Cambridge has significant flood risk associated with its rivers and watercourses;

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<sup>70</sup> A 1 in 1,000 year flood would lead to widespread flooding with community-scale disruption for a long period. This may include disruption to community services such as health care and emergency services. Also, high depths and velocities which could cause hazard to life.

- Cambridge rivers and watercourses cannot accept uncontrolled discharge, without increasing the existing flood risk;
- The risk of flooding should be considered at all planning stages;
- Development should be steered to the lowest risk areas (The Sequential Test);

Figure 14: Fluvial Flood Risk in Cambridge<sup>71</sup>



<sup>71</sup> Source: Strategic Flood Risk Assessment, Appendix D

- An assessment of risk should also be undertaken to ensure development does not increase flood risk elsewhere; and
- Previously developed sites should achieve a reduction in surface water discharge of a minimum 20%.

3.7.14 Current flood risk management activities in Cambridge include grass cutting, weed control and a flood warning service.

#### ***Pluvial Flood Risk (Surface Water)***

3.7.15 Surface water flooding usually occurs when the drainage system of the local area is overwhelmed after intense rainfall events. It is difficult to predict precisely where surface water flooding will occur as it is dependant on ground levels, rainfall, and the local drainage network.

3.7.16 The Strategic Surface Water Management Plan (SWMP) put Cambridge and Milton<sup>72</sup> in the top 2% of settlements at risk of surface water flooding in England.

3.7.17 There are 53,518 domestic properties in Cambridge and Milton of which 11,061 properties are deemed to be at risk of surface water flooding.

3.7.18 Eleven ‘wetspots’<sup>73</sup> within the Cambridge and Milton settlement were identified based on the risk posed by surface water flooding to a wide range of receptors and the historical incidence of flooding. These were:

- King’s Hedges and Arbury
- Cherry Hinton (North and South)
- North Chesterton
- Bin Brook
- South Chesterton
- Milton
- Castle School area
- Cambridge Historic City Centre
- Cherry Hinton Village
- Vicar’s Brook
- Coldham’s Common

3.7.19 The potential economic damages associated with surface water flooding at King’s Hedges and Arbury and Cherry Hinton were modelled. The economic damage (present value damages) for Cherry Hinton was predicted to be £44m and for King’s Hedges and Arbury £19m. While modelling was only undertaken for these two areas, surface water flooding poses a significant risk to the majority of Cambridge City.

#### ***Sustainable Urban Drainage Systems***<sup>74</sup>

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<sup>72</sup> Source: Environment Agency’s National Receptor Database

<sup>73</sup> Areas deemed to be particularly at risk of surface water flooding

- 3.7.20 The Flood and Water Management Act requires all developers to include sustainable drainage, where practicable. This applies to new developments and re-developments (subject to exemptions), in an effort to reduce flooding and improve water quality. The automatic right to connect to public sewers will also be conditional on meeting the new standards.
- 3.7.21 The Water Cycle Strategy (WCS) notes that progress is being made with many of the strategic development sites providing balancing ponds and swales to manage surface water and improve biodiversity. For example, the development at NIAB1 in the northwest of Cambridge incorporates 100% above ground drainage through a network of ‘green finger’ swales and balancing ponds.
- 3.7.22 The vision set out in the WCS is for 100% above ground drainage for all future developments where feasible. This should include environmental enhancement and provide amenity, social and recreational value. It is recognised in the WCS that this ambition will be difficult particularly for planned high density developments or on constrained windfall development sites within Cambridge.

#### **What would the situation be without the Plan?**

- 3.7.23 Fluvial and pluvial flooding pose a significant threat throughout Cambridge with development adjacent to watercourses and drains identified as particularly vulnerable.
- 3.7.24 The Local Plan (2006) contained a policy on development and flooding but this was not ‘saved’ as it repeated national guidance in PPS25. It is anticipated that national policy will be less detailed when PPS25 is replaced by the NPPF, and there will be a need for more detailed flooding (both fluvial and pluvial) and SUDs policies in the Plan.
- 3.7.25 The publication of a number of key documents since the Local Plan (2006) was released including the Cambridgeshire Strategic Surface Water Management Plan, the Strategic Flood Risk Assessment, the Great Ouse Catchment Flood Management Plan and the Green Infrastructure Strategy. Without the Plan, the significant risk posed by pluvial and fluvial flooding, which is outlined in these documents, may not be fully addressed.
- 3.7.26 The Local Plan (2006) does not give due consideration to the impacts of climate change, which is predicted to significantly increase flood risk by 2050. It is also predicted that there will be an increase in ‘extreme weather events’ including storms that may bring an increase in flash flooding.

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<sup>74</sup> Sustainable Drainage Systems (SUDs) are the preferred approach to managing rainfall runoff generated from impermeable surfacing. They can be used to reduce the rate and volume of surface water discharges from sites to the receiving environment (i.e. natural watercourses or public sewers etc.), as well as reduce pollutants, maintain recharge to groundwater and provide a natural amenity and green space within a development. SUDs also provide an effective means to deal with the effects of climate change.

3.7.27 Without the Plan, it is likely that development will continue to be preferred in areas of low flood risk and that the use of SUDs will be recommended. However, given the increased risk of flood risk posed by climate change and the increased levels of development, which is likely to increase surface water run-off, it is likely that without the Plan both fluvial and pluvial flood risk will increase.

3.7.28 In light of future climate change it will be important for Cambridge City Council to introduce specific policies to ensure both current and future communities are capable of adapting to its likely impacts.

#### **What are the key issues and opportunities?**

3.7.29 There is a need to:

- Account for the potential environmental, economic and social costs of flooding for all development proposals;
- Protect and enhance existing natural flood risk management infrastructure and ensure all development incorporates sustainable drainage systems to minimise surface water flood risk;
- Ensure that new and existing communities are capable of adapting to climate change with consideration given to the role of green and blue infrastructure as well as the layout and massing of new developments.

#### **Are there any data gaps?**

- There is limited information on the standard and condition of existing flood defences including their resilience to climate change.

## **3.8 CLIMATE CHANGE MITIGATION AND RENEWABLE ENERGY**

### **Introduction**

3.8.1 The sixth element or sustainability theme within the SA Framework is climate change mitigation and renewable energy. Climate change is recognised as one of the greatest challenges facing humanity. Increases in temperature and changes to seasonal rainfall averages will result in a range of direct and indirect effects resulting in permanent changes in the natural environment and increasingly, substantial challenges to national prosperity and social cohesion at the local level. The Government's principal concern for sustainable development has now filtered down to local authorities which requires them to include policies on climate change mitigation in their plans.

#### **What is the policy context?**

3.8.2 The **UN Climate Conference in Copenhagen** in December 2009 brought together leaders from 186 countries. It recognised the scientific view that the increase in global temperature should be held below 2.0°C and that deep cuts in global emissions are required.

- 3.8.3 The **Energy Act** (2010) implements some of the measures in the UK Low Carbon Plan including the preparation of regular reports on the decarbonisation of electricity generation. It introduced a mandatory social price support to tackle fuel poverty and several measures to ensure fairness of energy markets.
- 3.8.4 The **Renewable Energy Directive** (2009) sets the UK a legally binding target to produce 15% of its energy needs from renewable sources by 2020.
- 3.8.5 The government's UK **Low Carbon Transition Plan** (2009) sets out the UK's first ever comprehensive low carbon transition plan to 2020. It details how targets for UK greenhouse gas reductions will be achieved. Around half the emissions reductions are expected to come from the power and heavy industry sectors with more modest contributions (about one third in total) being made by transport, homes and communities.
- 3.8.6 The **UK Climate Change Act** 2008 commits the government to reduce greenhouse gas emissions by 34% in 2020 and at least 80% by 2050. In 2008 Cambridge City Council adopted its Climate Change Strategy and Action Plan which sets the City a target to reduce carbon dioxide emissions by 89% by 2050.
- 3.8.7 Section 182 of **Planning Act** 2008 introduced a duty on Local Development Frameworks to include policies that make a contribution to climate change mitigation. This sets a clear legal framework for the role of planning and local policy in responding to climate change.
- 3.8.8 **PPS1** supplement on Planning and Climate Change requires local authorities to mitigate and adapt to climate change through appropriate location and patterns of development, promoting the reduction of the use of the car, conserving and enhancing biodiversity and ensuring that new development is resilient to the effects of climate change.
- 3.8.9 **PPS3**: Housing underpins the delivery of the Government's strategic housing policy objectives and the contribution to be made to cutting carbon emissions from focusing new development in locations with good public transport accessibility and/or by means other than the private car and where it can readily and viably draw its energy supply from decentralised energy supply systems based on renewable and low-carbon forms of energy supply, or where there is clear potential for this to be realised.
- 3.8.10 **PPS22**: Renewable Energy requires local development documents to include policies designed to promote and encourage, rather than restrict, the development of renewable energy sources, subject to appropriate environmental safeguards.
- 3.8.11 The **Draft National Planning Policy Framework** (2011) objective is that the planning system should secure 'radical reductions in greenhouse gas emissions, through the appropriate location and layout of new development, and active support for energy

efficiency improvements to existing buildings and the delivery of renewable and low-carbon energy infrastructure'. Also, to support the move to a low carbon economy it identifies that local planning authorities should plan for new development in order to reduce greenhouse gas emissions. In the pursuit of these reductions they 'should recognise the responsibility on all communities to contribute energy generation from renewable or low carbon sources' and 'support community-led initiatives for renewable and low carbon energy', including those 'taken forward through neighbourhood planning'.

3.8.12 The **Cambridge Climate Change Strategy and Action Plan 2008 - 2012** establishes the framework for action in Cambridge to tackle the causes and consequences of climate change. It describes the present situation, rationale, future intentions and actions for Cambridge City Council to take in order to achieve them. As mentioned previously, this includes the target to reduce carbon dioxide emissions by 89% by 2050 in Cambridge.

3.8.13 The **Local Plan (2006)** contains the following policies, which relate to climate change:

- Policy 3/1 requires the submission of a Sustainability Statement and Checklist which covers climate change mitigation measures;
- Policy 8/1 aims to encourage applicants for non-residential proposals to demonstrate that the proposed location is the most suitable with regard to access by public transport, cycling and walking;
- Policy 8/16 requires developers of major proposals to provide at least 10% of the development's total predicted energy requirements on site, from renewable energy sources<sup>75</sup>; and
- Under policy 8/17 applications for renewable energy schemes or technologies will be permitted if applicants can demonstrate impacts to the environment are minimised, and where impacts remain are outweighed by the wider environmental, economic or social benefits.

3.8.14 The **Sustainable Design and Construction SPD (2007)** provides detailed guidance on sustainability policies in the Local Plan (2006) including on urban design, transport and energy as they relate to climate change mitigation.

### **What is the baseline situation?**

3.8.15 The following figures illustrate results from the 2009 UK climate projections for selected key climate variables for Cambridge<sup>76</sup>:

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<sup>75</sup> This criteria relates to major proposals above a threshold of 1,000m<sup>2</sup> or 10 dwellings.

<sup>76</sup> Based on a 25km grid square containing Cambridge, central estimates of climate projection equating to a 50% probability based on a high emission scenario. The figures illustrate changes in climate averages for Cambridge relative to the period 1961 to 1990, and the projections are based on a high emissions scenario, implying limited success with cutting global carbon emissions. As there is an approximate 30 year time lag between the emission of greenhouse gasses (GHG) and the response of the climate system, the climate projections will not differ up to 2040 depending on whether a low, medium or high emissions scenario is selected. It is only after 2040 that the amount of carbon emission reduction achieved will come into effect.

- Drier summers, with 7% less summer rainfall by the 2020s and 26% less by the 2080s;
- Wetter winters, with 7% more winter rainfall by the 2020s and 27% more by the 2080s;
- More intense rainfall during autumn, winter and spring, with rainfall on the wettest winter days 6% higher by the 2020s and 24% higher by the 2080s;
- High temperatures for all seasons throughout the year, with summer temperatures 1.5 degrees centigrade higher by the 2020s and 4 degrees higher by the 2080s; and
- Higher temperature extremes for all seasons throughout the year, with the warmest summer days 1.5 degrees higher by the 2020s and 4 degrees higher by the 2080s.

3.8.16 In 2008 Cambridge City’s total CO<sub>2</sub> emissions were 782 kilotonnes (kt) equating to per capita emissions of 6.6 tonnes. The total emissions for Cambridge in 2008 represented a 12 kt (or 1.5%) increase on 2007. The majority of emissions (56%) related to Industry and commercial activities in 2008, 30% related to domestic emissions and 14% related to road transport. There were negligible emissions relating to land use, land use change and forestry (Table 3.3).

**Table 3.3:** Cambridge’s emissions by sector<sup>77</sup>

Sector	Emissions (kilotonnes)	Percentage of total emissions
Industry and commercial	436.6	56
Domestic	236.3	30
Road transport	109.0	14
Land use, land use change and forestry	0.2	0
<b>Total</b>	<b>782.1</b>	

3.8.17 Although the Plan may have limited opportunity to influence industry and commercial emissions and, to a lesser extent, emissions associated with road transport, it should be able to effectively address domestic emissions (domestic electricity, gas and other fuels). A recent housing condition survey<sup>78</sup> found that of a total stock of 41,500 dwellings, 95% presented opportunities for energy efficiency measures such as loft and wall insulation, double glazing and the installation of new boilers.

3.8.18 The Council’s adopted Climate Change Strategy and Action Plan sets the City a target to reduce carbon dioxide emissions by 89% by 2050. This equates to a carbon footprint of 0.7 tonnes per person by 2050.

### ***New Development***

<sup>77</sup> Cambridgeshire County Council. Cambridge City Annual Demographic and Socio-Economic Report (2011)

<sup>78</sup> Cambridge City Council (2009) Housing Condition Survey

- 3.8.19 Substantial residential development is planned for Cambridge. This is expected to be accompanied by growth in buildings for non-residential use. Achieving the carbon reduction targets in the context of new development and population growth presents a considerable challenge.
- 3.8.20 Much of the new development is expected to be delivered through large urban extension sites, many of which have renewable energy and carbon reduction targets already defined in their respective Area Action Plans (AAPs). For example, Cambridge East AAP has a requirement for new buildings to reduce CO<sub>2</sub> emissions by a further 10% over Building Regulations and for renewable energy to provide at least 10% of the developments overall energy requirements. The North West Cambridge AAP goes further requiring residential development to meet Code for Sustainable Homes Level 4 or higher and for non residential to be in line with BREEAM excellent standards.
- 3.8.21 As part of the evidence base for future climate change policies, the City commissioned consultants to undertake a renewable and low carbon energy study for the City. The Decarbonising Cambridge Study<sup>79</sup> (2010) recommends that the Council adopts the following targets for all residential and non-residential developments.

**Table 3.4:** Recommended options for Cambridge City Council for all residential and non-residential developments (taken from the Decarbonising Cambridge Study)

Development type	Standard	Up to 2013	2013-2016	2016 onwards
Residential development	Carbon compliance level	44%	70%	70%
	Code for Sustainable Homes	Level 4	Level 4	Level 4
Non-domestic development	BREEAM	Very good	Very good	Very good

### **Renewable energy**

- 3.8.22 Cambridge having an installed renewable energy capacity of 0.4 MW. More widely 7% of Cambridgeshire’s energy demand is already met by renewable energy installations<sup>80</sup> which compares to about 6% nationally.
- 3.8.23 Decarbonising Cambridge (2010), a renewable and low carbon energy study completed for Cambridge City Council assessed the opportunities for low carbon and renewable energy projects and identified the following potential opportunities:

<sup>79</sup> Decarbonising Cambridge 2010 [www.cambridge.gov.uk](http://www.cambridge.gov.uk) (accessed January 2012)

<sup>80</sup> Cambridgeshire Renewables Infrastructure Framework – Baseline data, Opportunities and Constraints (2012)

- **District Heating:** The main opportunity for district heating is likely to be in the urban extension sites of which only the Bell School site is in close proximity to an area of existing high heat density;
- **Biomass:** Whilst the wider region's available biomass is large there is very limited resource in Cambridge. Several barriers exist to using biomass as a heating fuel including fuel sourcing, security of fuel supply, transportation costs, impacts on traffic congestion, fuel storage issues, and air quality concerns around biomass combustion;
- **Waste to energy:** A new Mechanical Biological Treatment facility could produce up to around 500GWh/yr, which is equivalent to around 70% of current domestic gas consumption in Cambridge in energy terms. However, it is highly unlikely that energy from waste generation plants would be located within Cambridge due to their unsuitability for location within existing urban areas;
- **Wind energy:** Cambridge has limited opportunities for wind energy generation. The use of wind power to offset carbon emissions from new development in Cambridge is most likely to be via some form of offset fund;
- **Other technologies:** There are likely to be opportunities for the deployment of renewable technologies at an individual household scale and on larger developments.

3.8.24 Data from the Cambridgeshire Renewables Infrastructure Framework and Decarbonising Cambridge Study identified that the main renewable energy potential for Cambridge lies in micro renewables such as photovoltaics and heat pumps and district heat networks.

#### **What would the situation be without the Plan?**

3.8.25 The Council has a limited scope of influence in terms of reducing transport emissions, with the majority of emissions coming from the strategic road network; which is managed by Cambridgeshire County Council. The Council is involved with or is responsible for certain aspects such as the support of bus services, off street parking and new development and urban expansion. The Local Plan (2006) includes restrictions on the number of car parking spaces in new developments, minimum cycle storage standards, and the preference for development to be located in City Centre locations and/or close to public transport links.

3.8.26 Without the Plan, it is likely that emissions from the transport sector will continue to increase in Cambridge. Transport is the only source of CO<sub>2</sub> emissions that has continued to rise since 1990 and it is likely to cause a continued challenge in Cambridge due to planned new development.

3.8.27 The Local Plan (2006) states that new buildings should be energy efficient in their construction and running costs but does not identify particular standards. Without the Plan, it is likely that new buildings and major refurbishments in Cambridge will continue to meet Building Regulations requirements, but are unlikely to, on the whole, go beyond these. In contrast new buildings covered by the AAPs are likely to meet stricter energy efficiency targets.

3.8.28 In terms of renewable energy, the Local Plan (2006) states that applications for renewable energy schemes or technologies will be permitted if applicants can demonstrate impacts to the environment are minimised, and where impacts remain are outweighed by the wider environmental, economic or social benefits. Without the Plan this conservative approach to the installation of renewable energy could limit opportunities to significantly increase renewable energy generation in the City.

#### **What are the key issues and opportunities?**

3.8.29 There is a need to:

- Reduce transport emissions by encouraging cycling and promoting infrastructure for zero emissions vehicles;
- Reduce carbon emissions from all aspects of new developments and ensure development meets the highest standards in low carbon design;
- Account for the whole life carbon costs of new development and transport infrastructure;
- Ensure greater deployment of energy efficiency and renewable energy technologies.

#### **Data Gaps**

- No data gaps have been identified.

### **3.9 LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE**

#### **Introduction**

3.9.1 The seventh element or sustainability theme within the SA Framework is landscape, townscape and cultural heritage. Landscape is more than just a visual backdrop; it is an invaluable natural and socio-economic resource, which allows us to better understand our locality and helps us to define our sense of place and who we are. Largely protected by Green Belt, Cambridge sits as a compact city with a strong sense of identity. Internationally famous for the quality of its environment, Cambridge has a wealth of historic assets and cultural heritage which in combination with its particular setting contribute to the city's individual character and sense of place. The River Cam also plays an important role in the overall setting of the city, as well as having wider amenity and recreational value.

#### **What is the policy context?**

3.9.2 **PPS1** – Delivering Sustainable Development – highlights the need to protect and enhance the historic environment and notes the need for a high level of protection to be given to most valued townscapes and landscapes. Those with national and international designations should receive the highest level of protection.

3.9.3 **PPG2** - Green Belts contains a presumption against any development in the Green Belt that detracts from its purposes which are:

- To check the unrestricted sprawl of large built-up areas;

- To prevent neighbouring towns from merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

3.9.4 **PPS5** – Planning for the Historic Environment, highlights the need for new development to make a positive contribution to the character and local distinctiveness of the historic environment, to better enhance or better reveal the significance of heritage assets. PPS5 also stresses the importance of protecting and enhancing the setting of heritage assets.

3.9.5 The **Draft National Planning Policy Framework** makes three important statements that relate to the historic environment: “considerable importance and weight should be given to [the heritage assets] conservation”; “any harm or loss should require clear and convincing justification”; and “substantial harm to or loss of.....should be wholly exceptional”. In its current iteration English Heritage considers the draft NPPF to offer less protection to historic assets than the previous planning guidance<sup>81</sup>.

3.9.6 The **Local Plan** (2006) includes a number of policies in relation to protecting the natural and built environment, notably:

- Policy 4/1 sets out a presumption against inappropriate development in the Green Belt;
- Policy 4/2 aims to protect open space as an essential part of our natural resource base and its contribution to the setting and character of the city;
- Policy 4/9 and 4/10 which aims to protect the city’s Scheduled Ancient Monuments and Archaeological areas and Listed Buildings;
- Policy 4/11 which aims to protect the “setting” of and views into and out of Conservation Areas; and
- Policy 4/12 which affords some protection to Buildings of Local Interest (buildings that are important to the locality or the city’s history).

### **What is the baseline situation?**

#### ***Landscape***

3.9.7 A defining characteristic of Cambridge is that it is very flat. Within the city the only panoramic view is from Castle Hill located to the north east of the City Centre. As a result the few tall buildings in Cambridge – St John's and King's College Chapels, the University's New Museums Site, church spires, Cambridge University Library – are the major landmarks and play an important role in defining the character of central Cambridge.

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<sup>81</sup> English Heritage (2011). National Planning Policy Framework: written evidence from English Heritage [online] available at: <http://www.publications.parliament.uk/pa/cm201012/cmselect/cmcomloc/writev/nppf/m69.htm>

- 3.9.8 Cambridge benefits from a variety of different open space which encompass, penetrate and 'frame' the City Centre. Expansive views across these spaces, in particular along and across the river corridor allow the grand, mainly university buildings and the major landmarks to define the edge of the centre. The Backs, to the west of the City Centre in particular provide some of the most enduring images of central Cambridge. To the north and west of the centre Christ's Pieces, Jesus Green and Parker's Piece perform a similar function. To the south of the centre, the areas of Coe Fen and Sheep's Green are more accessible and open than the Backs and they contain mature trees and livestock. Views across these open spaces give the impression of Cambridge as a walled town<sup>82</sup>.
- 3.9.9 The watercourses and waterbodies which lead into and bisect Cambridge are also important in giving the town its character. The route of the Cam through the open spaces and into the historic core is particularly iconic.
- 3.9.10 Cambridge is surrounded by a Green Belt which extends into South Cambridgeshire and across to East Cambridgeshire (Figure 15). The Green Belt acts to preserve the character of the City and the quality of its historic setting by maintaining the distinction between neighbouring communities. This is particularly important in Cambridge where the historic core is a defining feature and the distances from the core to the urban edge are relatively short. The Green Belt acts to prevent development from obscuring important vistas of Cambridge from wider points in the landscape. The Local Plan (2006) released areas of Green Belt for development.

#### ***Historic Environment and Townscape***

- 3.9.11 The long history of settlement in Cambridge has resulted in a varied and rich townscape which contains a high concentration of historic assets. The varied character of Cambridge is evident in the large number of Conservation Areas (CA) that have been established to protect the distinctive character of different parts of the city.
- 3.9.12 Cambridge has 868 Listed Buildings: 66 grade I, 52 grade II\* and 750 grade II. As some list descriptions cover more than one building, there are in fact, in excess of 1,500 Listed Buildings in the City. Cambridge also has 5 Scheduled Ancient Monuments, 11 Historic Parks and Gardens and 11 Conservation Areas covering a total of 838 hectares. There are also in excess of 1,000 Buildings of Local Interest. Within the centre, the college grounds of Christ's, Clare, Emmanuel, King's, Queens', St John's, Trinity Hall and Trinity Colleges are all registered by English Heritage as being of 'special interest'.
- 3.9.13 A large part of the city is therefore afforded protection from development (Figure 16).

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<sup>82</sup> Cambridge Historic Core Appraisal (2006) [online] at [http://www.cambridge.gov.uk/public/pdfs/Chap2\\_Under\\_City\\_TS%20PRINT.pdf](http://www.cambridge.gov.uk/public/pdfs/Chap2_Under_City_TS%20PRINT.pdf) (Accessed January 2012)

Figure 15: Cambridge Green Belt with proposed development sites

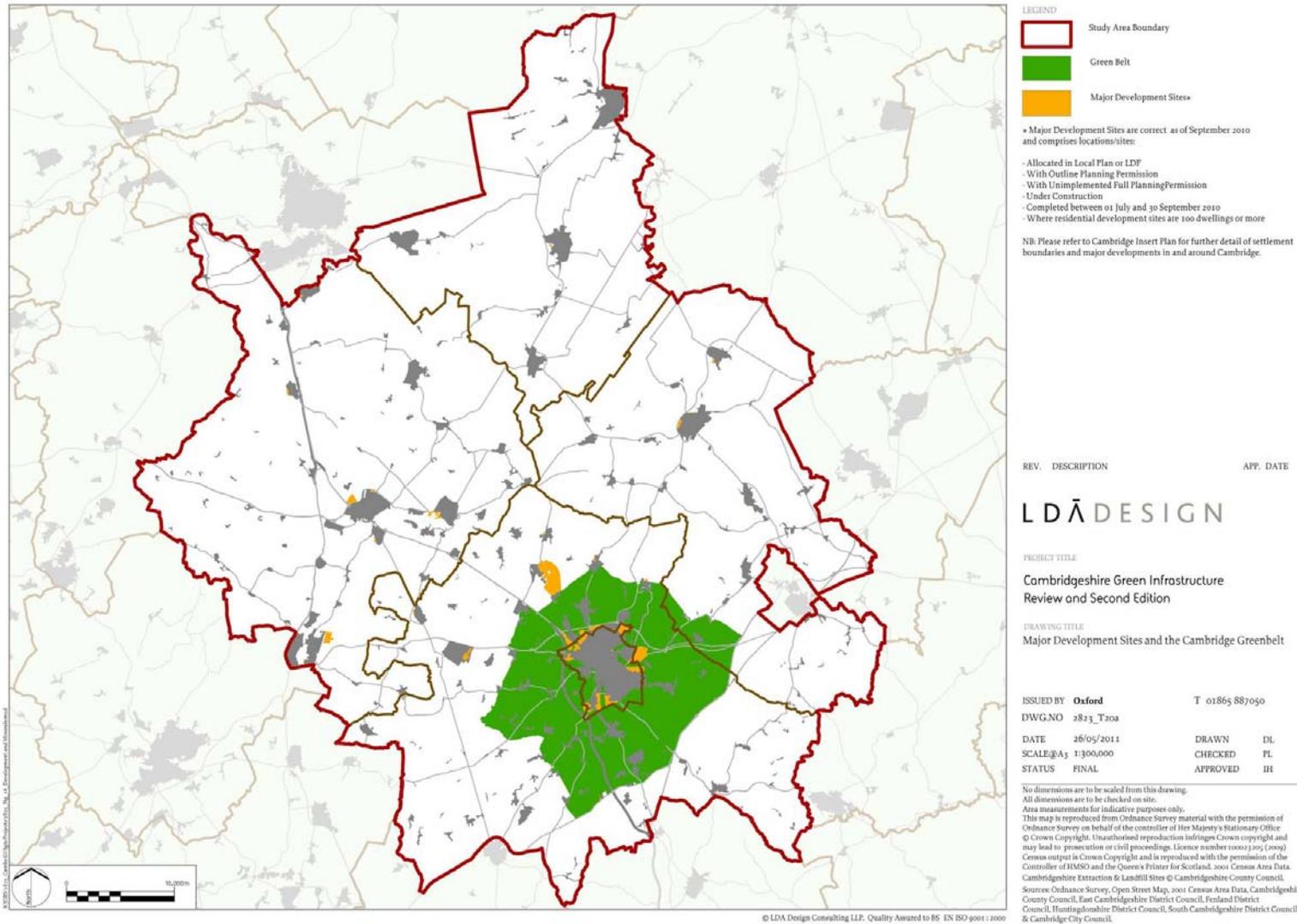
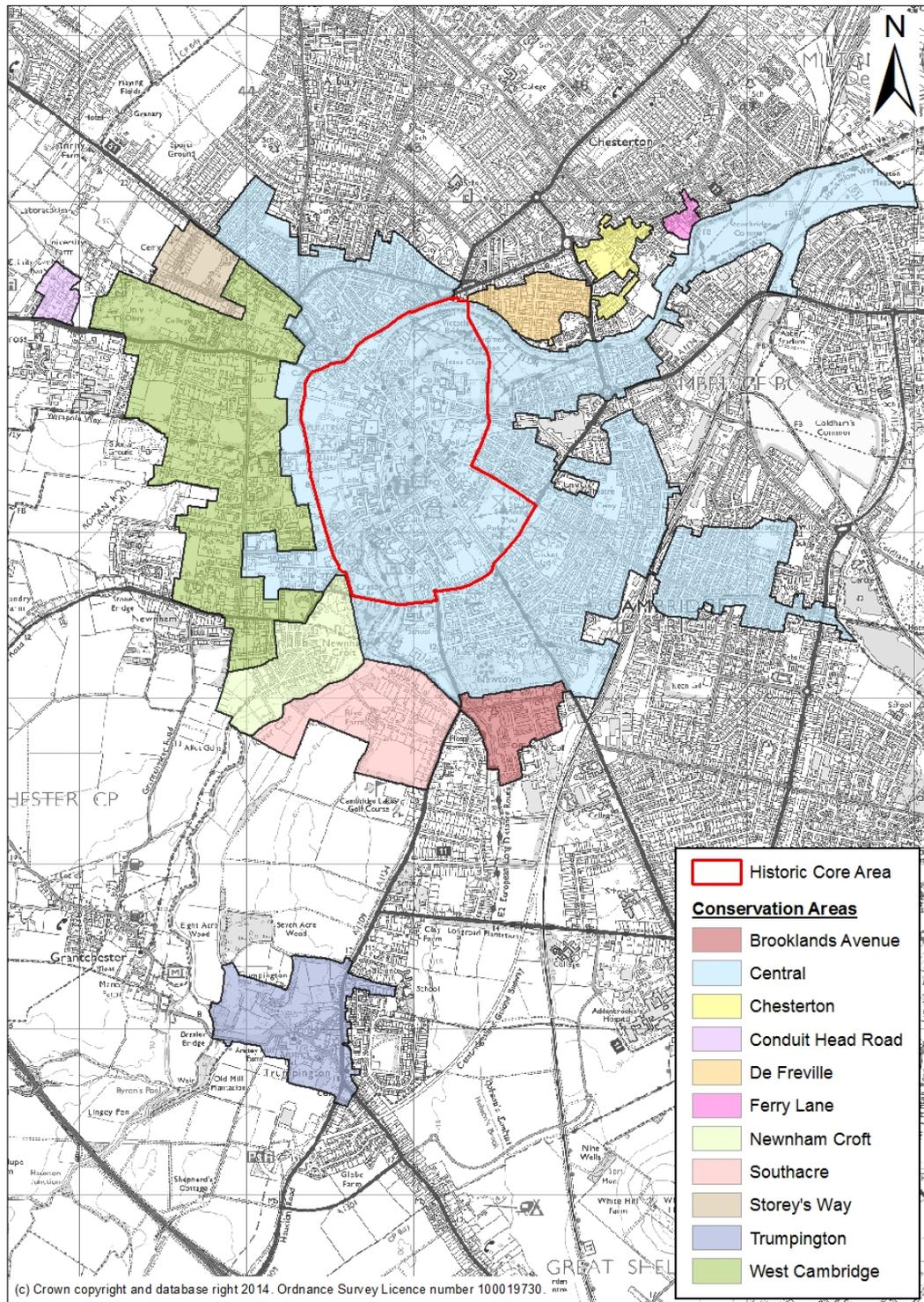


Figure 16: Conservation areas in Cambridge<sup>83</sup>



<sup>83</sup> Cambridge City Council (2006). Historic Core Appraisal [online] available at: <http://www.cambridge.gov.uk/ccm/content/planning-and-building-control/historic-environment-and-tress/historic-core-appraisal.en>

- 3.9.14 The historic “core” is characterised by a collection of prominent landmark buildings; narrow intimate streets and high quality well designed buildings. It includes the commercial centre with its busy and vibrant streets centred around the market square.
- 3.9.15 In contrast, the colleges, many of which surround the commercial centre, are noted for having a ‘country house’ setting characterised by *‘introverted, seemingly impenetrable buildings and high walls’*<sup>76</sup>. Unlike the vernacular building of the centre the colleges are .of particular architectural style, often representative of the era of their construction.
- 3.9.16 Beyond the colleges, Cambridge is characterised by university buildings and residential areas. The university buildings, many of which are of a specific style but with outstanding detailing and materials often conceal, out of sight, more functional and less grand university facilities that have been added at a later date.
- 3.9.17 Residential areas include a variety of building styles including: impressive eighteenth century town houses such as Little Trinity on Jesus Lane<sup>84</sup>; the vernacular; such as on Little St Mary’s Lane; as well as large areas of terraced housing and more recent nineteenth/twentieth century housing. Within the Central Conservation Area there are pockets of distinctive residential units such as rows of two storey terraced houses that line Mill Road and a collection of 19<sup>th</sup> Century terraced houses in Kite Conservation Area.
- 3.9.18 The Historic Core Appraisal (2006)<sup>76</sup> summarises the townscape of Cambridge as a commercial core surrounded by colleges, university and residential buildings, beyond which lie the river and open spaces (see Figure 17).
- 3.9.19 The character of the townscape outside of the historic core is very varied. This is reflected in the large number of smaller conservation areas, which have distinctive characters<sup>85</sup>.
- To the west and south west of the River Cam, the townscape is characterised by colleges and other university buildings, which have expansive playing fields and grounds and a collection of private houses set within large gardens. Development to the west of the City has been at a much lower density than development to the north and east.
  - To the north of the City Centre, there are extensive areas of Edwardian and Victorian terraces and townhouses, which have subsumed the ancient village centre of Chesterton. Chesterton has retained many aspects of its origins, such as its more irregular, intimate pattern of streets. These are in contrast to the Edwardian and Victorian rectilinear street patterns which surround it. As the far northern edge of the city is the Science Park, a collection of large research and office buildings set amidst landscape grounds built from the 1970s onwards.

<sup>84</sup> Source: <http://www.cambridge2000.com/cambridge2000/html/0003/P3040234.html> (accessed 2012)

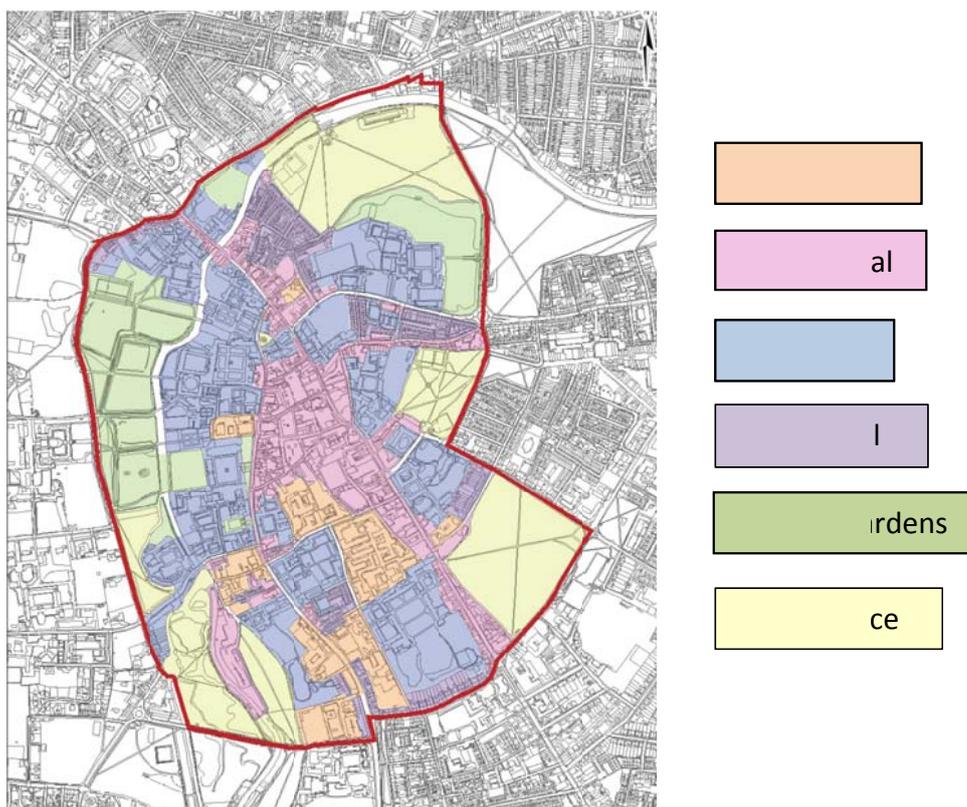
<sup>85</sup> Cambridge City Council (2011) Cambridge Skyline Strategy – Supplementary Planning Document [online] available at: <http://www.cambridge.gov.uk/democracy/mgConvert2PDF.aspx?ID=3553>

To the east of the city lies substantial areas of relatively higher density development and includes small to medium sized Victorian, Edwardian and interwar terraces set out on relatively tight, rectilinear street patterns. Large scale post WW2 development has occurred at Cherry Hinton on the far eastern edges of the city, and include the substantial aircraft hangers and works of Marshall's Airport which sit prominently within a flat, open landscape.

- Further south in the city are large areas of early to mid-20<sup>th</sup> century terraced, detaches and semi-detached homes, which are often well set back from roads on wide, tree lined avenues. These include the striking modernist houses, which were built in the 1930's and 1960's and are important to the character of the Conduit Head Road Conservation Area.

3.9.20 The approaches into Cambridge are also important. The approaches from the South West, West and North West are generally through open countryside and leafy suburbs, while the approach from the East is through a more commercial and industrial landscape.

**Figure 17:** Predominant land use in the historic core



**What would the situation be without the Plan?**

3.9.21 The Local Plan (2006) has generally performed well in protecting the townscape, landscape and historic environment of Cambridge. New developments within Cambridge have been constructed in a style which conforms to that stipulated in the 'Cambridge Landscape Character Assessment'. Furthermore, the policies relating to

listed buildings (4/10) and conservation areas (4/11) have been used frequently to protect the distinctive townscape. However, the application of policy 4/12, which affords protection to Buildings of Local Interest (BLI), raises concerns<sup>86</sup> as it only applies when works are proposed which require planning permission. As a result, a number of BLIs have been lost. However, the revised Plan has limited powers to protect BLIs, as BLIs outside conservation areas have no formal protection from demolition under current planning legislation. It is possible that the occasional loss of BLIs will continue.

3.9.22 The designated conservation areas will continue to help protect the character of these areas and ensure development is appropriate and strictly controlled. Although the Local Plan (2006) provides good protection to these areas there may be wider opportunities to better protect the special character and landscape features of Cambridge, particularly in light of planned new development in the urban extensions.

#### **What are the key issues and opportunities?**

3.9.23 There is a need to:

- Ensure the protection and enhancement of the historic environment through appropriate design and scale of new development;
- Recognise the role of the Green Belt in maintaining the character of the city and the quality of its historic setting;
- Actively promote the character and distinctiveness of the conservation areas;
- Ensure the scale of new development is sensitive to the existing key landmark buildings and low lying topography of the city.

#### **Are there any data gaps?**

- No data gaps have been identified.

### **3.10 BIODIVERSITY AND GREEN INFRASTRUCTURE**

#### **Introduction**

3.10.1 The eighth element or sustainability theme within the SA Framework is biodiversity and green infrastructure. Biodiversity is the term given to the diversity of life on Earth and this includes the plant and animal species that make up our wildlife and the habitats in which they live. As well as being important in its own right, we value biodiversity because of the ecosystem services it provides, such as flood defence and clean water; and the contribution that biodiversity makes to well-being and sense of place. It is recognised that biodiversity can be sensitive to a number of other factors including air quality, noise, water quality and resources and this chapter should be read in conjunction with these sections.

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<sup>86</sup> Cambridge City Council Annual Monitoring Report (2011)

3.10.2 Green infrastructure is a network of multifunctional green spaces including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside. It can help to make walking and cycling more attractive, promote mental well-being; help to establish local identity and a sense of place; help to reduce air pollution; contain flooding; and reduce temperatures at a time of global warming<sup>87</sup>.

### **What is the policy context?**

3.10.3 The **EU Sustainable Development Strategy**, adopted in 2006, includes an objective to halt the loss of biodiversity by 2010. The UK is also a Party to the Convention on Biological Diversity (CBD), a principal objective of which is the conservation of biodiversity. Commitment to the CBD led to the preparation of the 1994 UK Biodiversity Action Plan (UK BAP), the overall goal of which is to conserve and enhance biodiversity within the UK and to contribute to efforts to conserve global biodiversity. The UK BAP identifies our most threatened biodiversity assets and includes action plans for the recovery of priority species and habitats. A Biodiversity Strategy for England was subsequently published in 2002 and includes the broad aim that planning, construction, development and regeneration should have minimal impacts on biodiversity and enhance it wherever possible.

3.10.4 **PPS1 Supplement on Planning and Climate Change** (2007) sets out a range of considerations which planning authorities should take into account when deciding the location and type of development. One of these considerations is the contribution existing and potential future open space can make towards urban cooling and biodiversity conservation and enhancement.

3.10.5 **PPS9 on Biodiversity and Geological Conservation** (2005) emphasises that the Government's objectives for planning include ensuring that biodiversity is conserved and enhanced as an integral part of social, environmental and economic development, so that policies and decisions about the development and use of land integrate biodiversity with other considerations. Importantly, the Natural Environment and Rural Communities Act 2006 places a Duty on public authorities to have regard to the conservation of biodiversity in exercising their functions. According to the Government the Duty aims to raise the profile and visibility of biodiversity, clarify existing commitments with regard to biodiversity, and to make it a natural and integral part of policy and decision-making.

3.10.6 The **Draft National Planning Policy Framework** (2011) states that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. It places a Duty on local planning authorities to set out a strategic approach to for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. However, loss of biodiversity will be permitted if the need for and benefits from development outweigh the costs.

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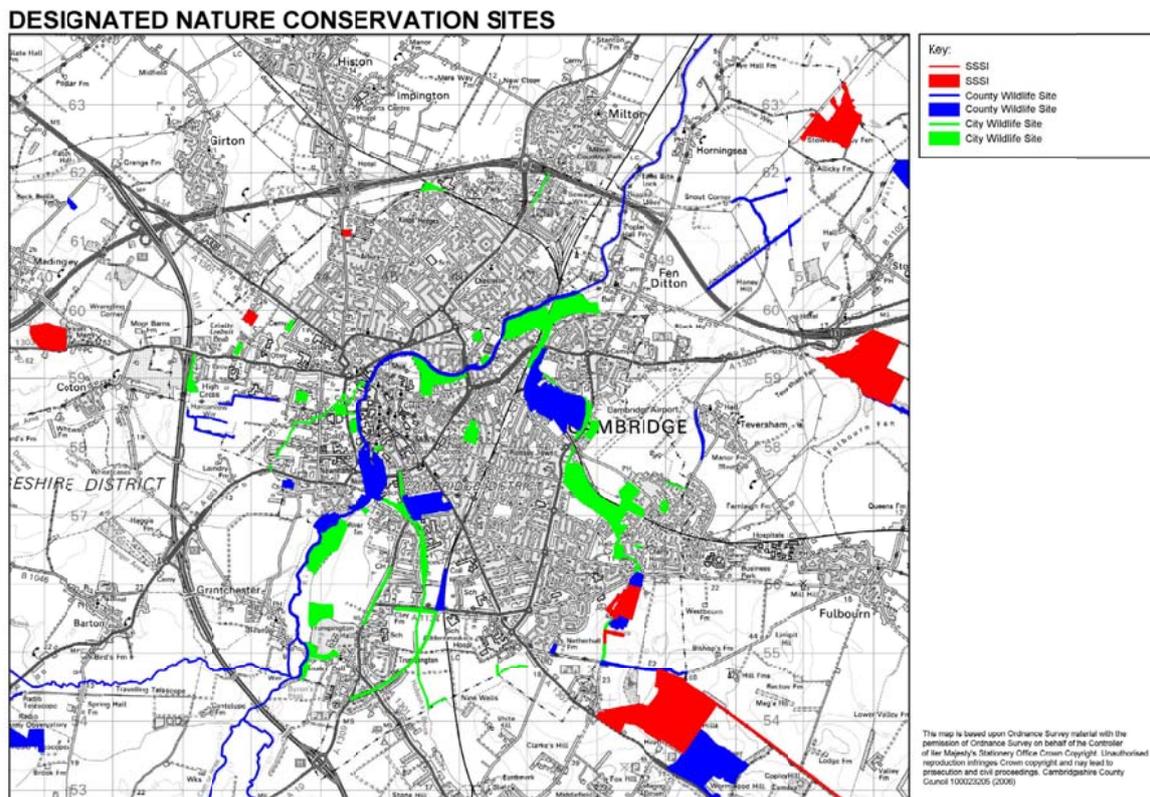
<sup>87</sup> Davies et al (2006). Green Infrastructure Planning Guide

- 3.10.7 **The Natural Choice**: securing the value of nature (2011), a recent Government White Paper on the natural environment, sets out the importance of a healthy, functioning natural environment to sustained economic growth, prospering communities and personal well-being. It aims to facilitate greater local action to protect and improve nature; create a green economy, in which economic growth and the health of our natural resources sustain each other. It also seeks to ensure that markets, business and Government better reflect the value of nature; strengthen the connections between people and nature to the benefit of both; and show leadership in the European Union and internationally, to protect and enhance natural assets globally.
- 3.10.8 **The Green Infrastructure Guidance** (Natural England, 2009) sets out the benefits and functions of green infrastructure and encourages a co-ordinated and consistent approach to green infrastructure planning. It states: *“Green Infrastructure is a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features...Green Infrastructure includes established green spaces and new sites and should thread through and surround the built environment and connect the urban area to its wider rural hinterland”*.
- 3.10.9 The first **Cambridgeshire Green Infrastructure Strategy (2006)** provided a strategy for the provision of large-scale green infrastructure for the Cambridge Sub-Region over a 20 year period to complement and support the planned growth. The **Green Infrastructure Strategy (2011)** takes this strategy forward and reports on progress made towards improving green infrastructure throughout Cambridge. It identifies four objectives:
- Reverse the decline in biodiversity;
  - Mitigate and adapt to climate change;
  - Promote sustainable growth and economic development; and
  - Support healthy living and well-being.
- 3.10.10 The Council’s **Nature Conservation Strategy 2006 - 2016** comprises an assessment of the most important areas for wildlife within the city’s boundaries (see figure 18) and sets out a strategy and action plan for the preservation and enhancement of wildlife value across Cambridge.
- 3.10.11 **Nature Nearby: Accessible Natural Greenspace Guidance** (Natural England, 2010) sets out the Accessible Natural Greenspace Standard (ANGSt). This provides a set of benchmarks which should be used to ensure new and existing residential development have access to nature. It is based upon three principles; improving access; improving naturalness; and improving connectivity. ANGSt recommends that everyone should have an accessible natural greenspace:
- Of at least 2 hectares in size, no more than 300 metres (5 minutes walk) from home;
  - At least one accessible 20 hectare site within two kilometres of home;
  - One accessible 100 hectare site within five kilometres of home; and
  - One accessible 500 hectare site within ten kilometres of home; plus

- A minimum of one hectare of statutory Local Nature Reserves per thousand population.

### What is the baseline situation?

**Figure 18:** Nature conservation sites in Cambridge



### *Priority habitats and species*

3.10.12 UK Biodiversity Action Plan (BAP) and Local BAP Priority Habitats and Species found within Cambridge include:

Habitats	Species
Lowland calcareous grassland;	Great Crested Newt;
Lowland meadows;	Water Vole;
Wet woodland;	Otter;
Ancient and/or species-rich hedgerows;	Pipistrelle Bat;
Lowland mixed deciduous woodland;	Song Thrush;
Rivers and streams;	Skylark, Bullfinch, Turtle Dove amongst many other farmland birds; and
Floodplain and grasslands;	Brown Hare.
Veteran trees including pollard willows;	
Scrub; and	
Drainage ditches and ponds	

- 3.10.13 There are a range of different habitats in Cambridge supporting a variety of different species. The River Cam and its floodplain forms the major green corridor through the city and includes a variety of natural habitat features, such as small pockets of Fen, wet grassland and wet woodland and a large number of old pollarded willows. Cambridge has few areas of woodland and very little ancient woodland. A few remnant ancient hedgerows can be found on the edges of the city, to the east at Cherry Hinton and to the west towards Coton<sup>88</sup>. There is very little in the way of species-rich grassland within Cambridge, the majority of the grassland being formally managed amenity grassland or the agriculturally improved commons.
- 3.10.14 Cambridge benefits from large areas of farmland particularly to the south and east of the city. However, there is potential that large areas of this will be lost with the proposed urban extensions. These areas support a number of species including skylark and other farmland birds and brown hare.
- 3.10.15 Cambridge has two Sites of Special Scientific Interest (SSSIs): the chalk pits at Cherry Hinton and the Traveller's Rest Pit. Together they have a combined area of 15.03 hectares<sup>89</sup>. 36.1% of the SSSI's land area remains in 'favourable condition'; an increase of 0.3% on 2009-2010. 57.4% of SSSI land is classed as 'unfavourable recovering' and 6.5% as 'unfavourable no change'. In 2009 and 2010 these figures were 0% and 64.2% respectively. The large change from 'unfavourable no change' to 'unfavourable recovering' can be explained by the improvements made to the status of Cherry Hinton Pit Unit 1. In addition there are a network of Local Wildlife Sites (City and County) which are deemed important in protecting and enhancing biodiversity across Cambridge.
- 3.10.16 National Indicator 197: Improved Local Biodiversity looks at the proportion of local sites where positive conservation management has been or is being implemented. In Cambridge 237 out of 416 sites (57%) have shown positive conservation management, an increase of 9.9% on the previous year's figures<sup>90</sup>.

### **Green Infrastructure<sup>91</sup>**

- 3.10.17 The Green Infrastructure Strategy for the Cambridge Sub-region was developed in 2006 and reviewed the existing provision of green infrastructure in the area. Cambridge has a high standard of green infrastructure (1.8ha of informal open space per 1,000) with particularly high provision in some wards to the north east, south east and south west of the city, however there is a marked under-provision in some

<sup>88</sup> The Wildlife Trusts (2006) Nature Conservation Strategy [online] available at: [http://lnr.cambridge.gov.uk/uploads/Nature%20Conservation%20Strategy%20Sept%2006%20\(Section%20A\).pdf](http://lnr.cambridge.gov.uk/uploads/Nature%20Conservation%20Strategy%20Sept%2006%20(Section%20A).pdf)

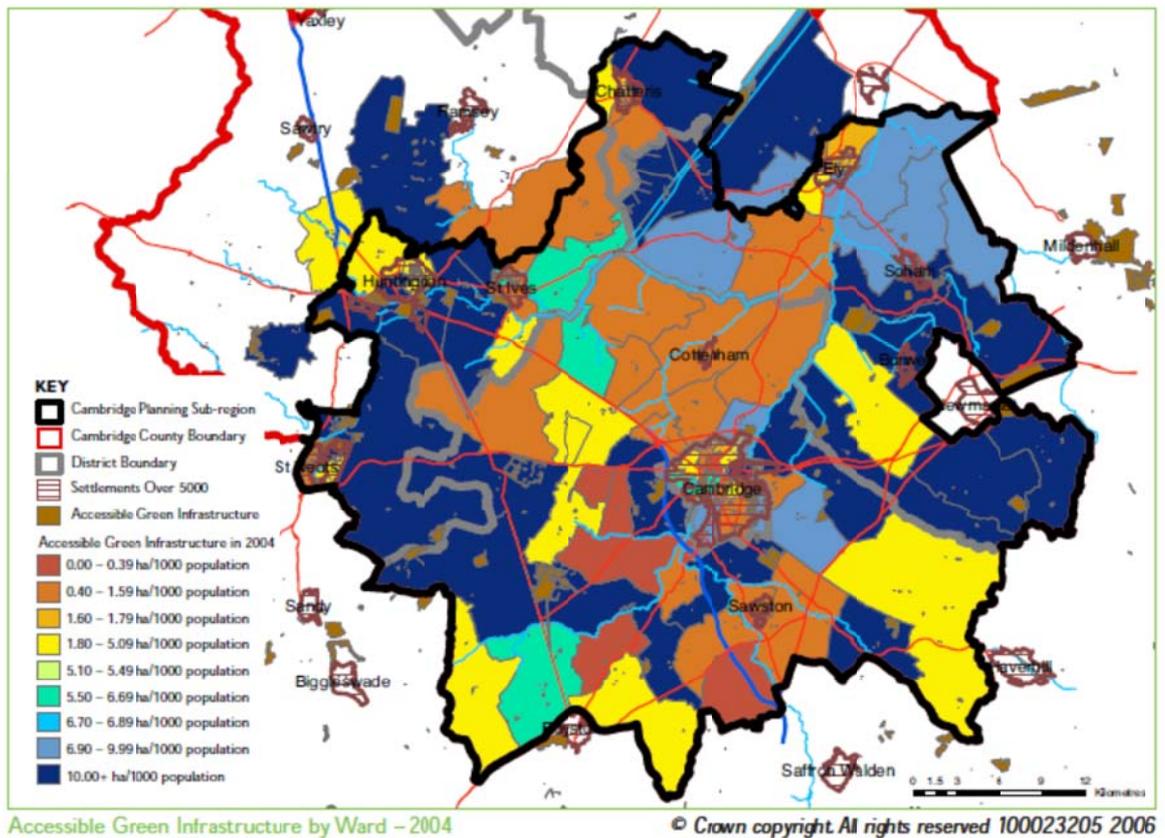
<sup>89</sup> Cambridge City Council (2011). Annual Monitoring Report

<sup>90</sup> Cambridge City Council (2011) Annual Monitoring Report

<sup>91</sup> Cambridgeshire Horizons (2006). Green Infrastructure Strategy [online] available at: [http://www.cambridgeshire.gov.uk/NR/rdonlyres/DFC9B030-E462-47B4-8365-12454D0B01AC/0/GreenInfrastructureMap.pdf?bcsi\\_scan\\_AB11CAA0E2721250=0&bcsi\\_scan\\_filename=GreenInfrastructureMap.pdf](http://www.cambridgeshire.gov.uk/NR/rdonlyres/DFC9B030-E462-47B4-8365-12454D0B01AC/0/GreenInfrastructureMap.pdf?bcsi_scan_AB11CAA0E2721250=0&bcsi_scan_filename=GreenInfrastructureMap.pdf)

wards to the north and south. The River Cam forms a key corridor which performs a key role in offering green infrastructure provision in and around Cambridge. Beyond Cambridge there is high provision of accessible green infrastructure to the north east, south and west (see figure 19).

**Figure 19: Accessible Green Infrastructure by Ward – 2004**



### What would the situation be without the Plan?

3.10.18 Cambridge has a relatively small and fragmented number of habitats which support biodiversity<sup>92</sup>. However, although the management of these has improved over the last year<sup>93</sup>, the pressure for development in Cambridge is likely to add greater pressure on these habitats, particularly for species reliant on open farmland. The Open Space and Recreation Strategy (2011) seeks to safeguard existing open spaces and provided minimum standards for open space in new developments. The strategy was adopted as a material consideration in planning decisions by the Council and as a result should protect and enhance new open space provision for new developments.

3.10.19 Without the Plan, the protection and enhancement of biodiversity may not be pursued at the strategic level. While sites of local nature conservation importance,

<sup>92</sup> Cambridge City Council (2006). Cambridge City Nature Conservation Strategy “Enhancing Biodiversity”

<sup>93</sup> National Indicator 197: Improved Local Biodiversity. 237 out of 416 sites (57%) have shown positive conservation management, a 9.9% increase on 2010 findings.

open space and features of nature conservation will be protected, the opportunity to contribute to a healthy environment through reconnecting fragmented habitats as recommended in the Lawton Review may not be maximised.

3.10.20 The Green Infrastructure Strategy identified a number of key objectives for Cambridge. Without explicit support for green infrastructure in the Plan, these objectives are unlikely to be met (green infrastructure is not mentioned in the Local Plan 2006).

#### **What are the key issues and opportunities?**

3.10.21 There is a need to:

- Maintain and build upon the success of positive conservation management on local wildlife sites and SSSIs;
- Maintain and improve connectivity between existing green infrastructure in order to provide improved habitats for biodiversity and ensure no further fragmentation of key habitats as a result of new or infill development;
- Capitalise on the opportunity for green infrastructure to help Cambridge adapt to the threats posed by climate change (particularly flooding), and to improve water quality;
- Ensure new development does not impact on biodiversity including no further loss of biodiversity rich farmland to development.

#### **Are there any data gaps?**

- No data gaps have been identified.

### **3.11 CITY CENTRE**

#### **Introduction**

3.11.1 The first of the functional areas considered as part of the SA Framework is the City Centre. Cambridge City Centre is both a historic yet forward looking and modern city supporting a world famous university and a growing service and high tech economy. It is also a regional shopping destination. This section addresses the particular challenges and opportunities specific to the City Centre. It does not seek to repeat information addressed in other topic chapters such as transport or economy.

3.11.2 The area covered by the City Centre area is wider than the City Centre boundary shown on the Proposals Map of the 2006 Local Plan. This area was based upon the recommendations of the 'Cluster at 50' Study for a wider central area including the area north to south – between Castle Hill and Cambridge Leisure Park, - and west to east – from the Backs to the Cambridge Retail Park.

#### **What is the policy context?**

3.11.3 For an understanding of the wider policy context that is of relevance to the City Centre, it is also recommended to read the policy context that has been collected for

each of the thematic topics. This section presents the key strategies and policies most relevant to the City Centre.

3.11.4 One of the main spatial components of the existing Local Plan's (2006) spatial strategy is "A thriving and accessible historic core".

*"The historic core and the surrounding central areas will be enhanced as the focus for civic activities, the two Universities, shopping, leisure and City Centre living. Streets and public spaces in the City Centre will be enhanced and made more friendly to the pedestrian as access by the private car is progressively discouraged by physical barriers and demand management measures. The accessibility of the City Centre for pedestrians, cyclists, and users of taxis and public transport will be improved, and special consideration will be given to the needs of disabled people. The attractiveness of the City Centre as a Sub-regional shopping destination will be enhanced by the implementation of the Grand Arcade shopping development on St Andrew's Street, and other redevelopments at Bradwell's Court and around the Grafton Centre."*

3.11.5 While the plan should be taken as a whole, some of the key policies that support the spatial strategy for the City Centre include:

- Policy 5/4 – Loss of Housing - aims to reverse the loss of housing through conversion into office, hotels and community facilities to help meet the demand for housing in the City Centre where additional residents will add to its vitality and the feeling that it is a safe place, particularly at night. Redevelopment will not be permitted unless it meets strict criteria.
- Policy 6/2 - New Leisure Facilities - allows the development for the provision or improvement of a leisure facility will be permitted if it improves the range, quality and accessibility of facilities; is of an appropriate scale for the locality; and it would not have a negative impact upon the vitality and viability of the City Centre, including the evening economy.
- Policy 6/4 - Visitor Attractions - Development which maintains, strengthens and diversifies the range of visitor attractions will be permitted if they are well related to the cultural heritage of the city. The needs of visitors should be considered in all developments in the City Centre to which the public have access, specifically the need for more meeting places and covered seating areas.
- Policy 6/6 - Change of Use in the City Centre - Change of use from A1 to A2, A3, A4 or A5 uses at ground floor level will only be permitted in primary shopping frontages where the proposal would not harm the contribution the frontage makes to the vitality and viability of the City Centre.

3.11.6 Policies relating to retail seek to enhance the vitality and viability of the City Centre and maintain a high proportion of A1 shops, whilst recognising the importance of other complimentary uses such as restaurants and cafés. A distinction is also made between primary frontages which are the core shopping area and secondary frontages which tend to be at the fringes of the City Centre and have a more diverse offer of uses.

3.11.7 Further policy context is provided by the 'Cambridge Cluster at 50' Study (2010). The study concluded that a key challenge for Cambridge is the fact that its City Centre is physically small and, moreover, is highly constrained both as a result of its historic character and the ownership structure of land and property within it. Demand to locate in the City Centre cannot be met, and the implication is that it is mainly the conventional City Centre uses (retail, leisure, etc.) that are "winning out". The study emphasises the need to maintain a focus on meeting the needs of the high tech business community, the distinctive – and high value – element of the Cambridge Cluster more generally. For this to happen, the study identifies the need to develop a strategy for the central area that moves well beyond anachronistic land use classes and instead recognises and responds to the changing nature of "doing business" in the 21st Century knowledge economy. In particular, the study emphasises the need for the City Centre to provide for all sorts of "melting pots" – between scientific disciplines, between different professions, and at the interface between work and leisure. The study also emphasises that: the City Centre needs to be a place in which HQ functions are welcomed; and there is a need to improve connectivity between the railway station, City Centre and the principal employment sites.

#### **What is the baseline situation?**

3.11.8 In order to develop the baseline situation, this report has drawn mainly on information from the Cambridge City Council Open Space and Recreation Strategy (2011) and Cambridge Cluster at 50 (2011) report by SQW. Further information on the historic environment is provided in Section 3.9.

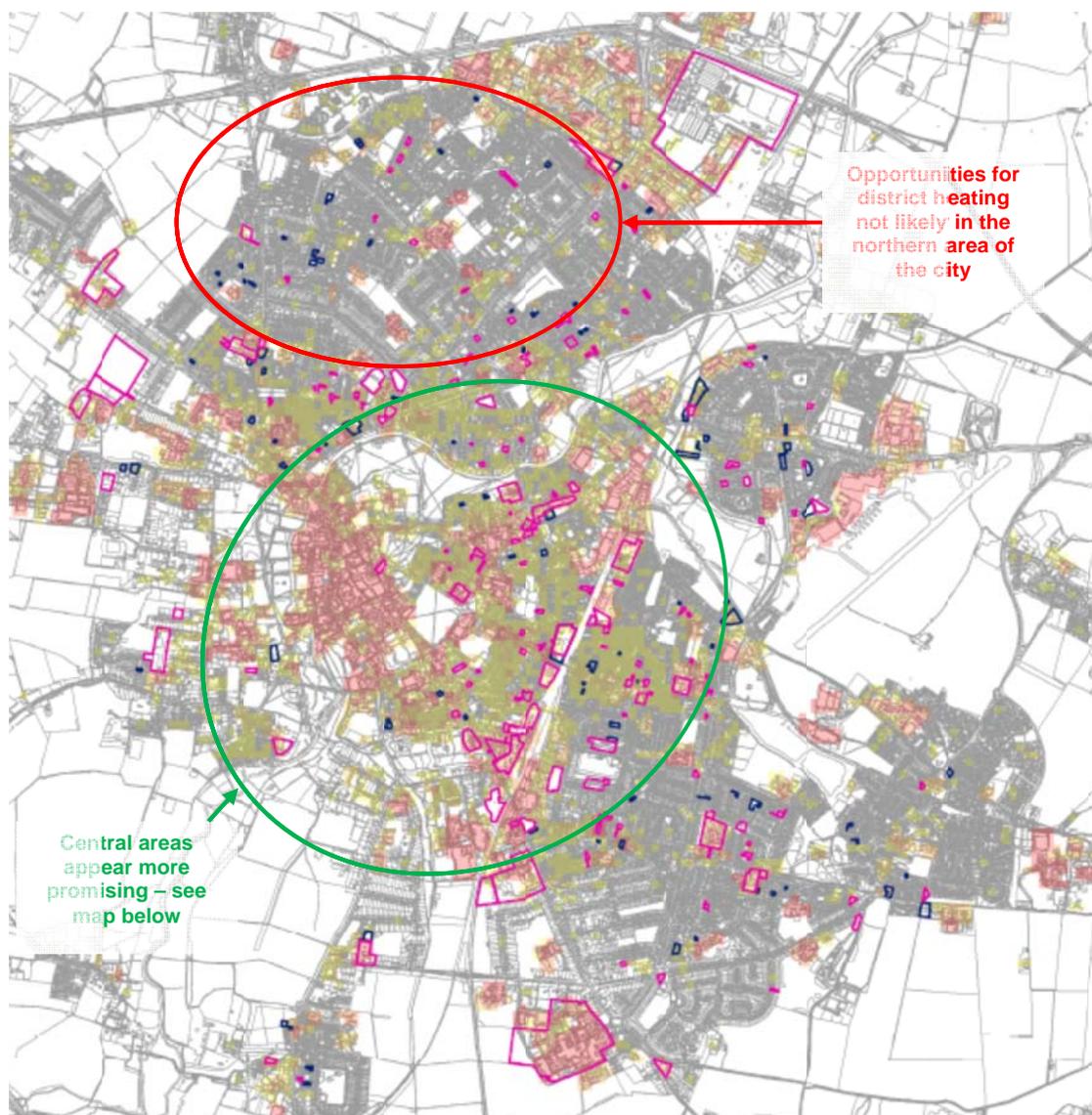
3.11.9 Cambridge City Centre is the historic and commercial core of the city. This core is surrounded by colleges, university and residential buildings, beyond which lie the River Cam and a number of open spaces. In addition to the residential provision of the university colleges and larger townhouses the centre is characterised by terraced housing interspersed with impressive open spaces including Christ's Pieces, Jesus Green, Midsummer Common and Parker's Piece. In addition the centre benefits from a number of smaller parks. The centre's open spaces provide not only local and City wide resources, but also serve people from further afield, in particular Christ's Pieces, due to its proximity to the Drummer Street Bus Station. In total the City Centre has around 8ha of Protected Open Space of which over 60% is publicly accessible.

3.11.10 Cambridge City Centre has developed its economy significantly over the last decade or so as the centre has become a regional retail and business centre. Investment in the Grand Arcade catapulted Cambridge up the national retail rankings while maintaining the quality of the historic City Centre. There have also been other significant developments, including Cambridge Retail Park (on Newmarket Road) and Cambridge Leisure Park (on the old cattle market site) which have complemented the established retail and cultural offer (linked to theatres, concerts, festivals and so on). All of this has been really important in terms of the "quality of life" and the variety of facilities that Cambridge provides, and that in turn has proved very important in attracting and retaining what is, in part, a globally mobile workforce.

However, there are concerns about the capacity of the central area to accommodate the range of businesses that want to locate there, and the impact on quality of experience of the ever-increasing number of people that want to use its services and tourists who want to visit.

3.11.11 In line with the requirements of the PPS1 Supplement, the Council commissioned consultants to produce an evidence base to help establish future planning policy direction in relation to climate change. The Decarbonising Cambridge report assessed the areas identified with potential for development relative to areas of existing heat demand density (see Figure 20). The report identified the potential opportunity for district heating in central Cambridge and Cambridge City Council are currently undertaking further detailed studies on this.

**Figure 20:** Areas of high heat density relative to SHLAA and Urban Capacity Areas<sup>94</sup>



<sup>94</sup> Element Energy (2010) Decarbonising Cambridge: A renewable and low carbon energy study for Cambridge City Council, Final Report, September 2010.

### ***The railway station area***

- 3.11.12 The 'Cambridge Cluster at 50' study recommended that the City Centre area should extend as far as the station (as well as to the retail park on Newmarket Road, and up to Shire Hall in the North). The study identified an urgent need to improve connectivity between Cambridge railway station, the City Centre and the principal employment sites (Cambridge Science Park, West Cambridge and Addenbrooke's hospital site), acknowledging the strong demand for easy access to both the City Centre and London. The study suggests that a key element of this should be the development of a new station at Chesterton which also links into the Cambridgeshire Guided Busway.
- 3.11.13 The spatial strategy of the Local Plan (2006) included the regeneration of the Station Area as a mixed use city district built around an enhanced transport interchange. This development is also known as CB1 and has outline planning permission for a new public square, a new transport interchange, new cycle parking and 1,250 student units as well as 331 residential units (including 40% affordable housing). Reserved matters applications have subsequently been granted and works have commenced on site.

### **What is the situation without the plan?**

- 3.11.14 The Cambridge Cluster at 50 Study (2010) identifies that the difficulty of achieving further improvement is compounded by the fact that the central area is spatially fragmented, which in turn is creating real challenges in terms of access and coherence. Moreover, there is significant demand for office space within the City Centre; this stems from the financial and business services sector (as might be expected) but also from the high tech and research communities. Of great symbolic importance in this context has been the announcement from Microsoft of its intention to relocate its research facility from a prime site in West Cambridge to a more central location close to the railway station.
- 3.11.15 Looking forward it is likely that increasing demand from the growing business, finance, technology and research sectors for City Centre office space may not be met and that current policies do not provide enough flexibility to adapt to changing demands. This is largely due to the Local Plan's (2006) existing policy framework aimed at maintaining and where possible increasing the provision of housing in the City Centre with the aim to add to the vitality and sense of safety in the evening.
- 3.11.16 In parallel with additional demand for office space in the City Centre the anticipated increasing population and growing catchment area is likely to result in growing expectations for continual improvement for retail and service offer in the City Centre.
- 3.11.17 Compared to the rest of Cambridge, the City Centre has a high energy demand. This is a result of its compact nature supporting a high proportion of retail and business premises. This presents an opportunity for significant energy efficiency savings and

potential implementation of low carbon energy solutions. It is unlikely that the Local Plan (2006) provides a strong enough policy framework in order to maximise these opportunities.

3.11.18 The City Centre benefits from excellent open space provision and excellent civic environment but the number of visitors and a growing population will increase pressures on maintaining the high quality public realm.

#### **What are the key issues and opportunities?**

3.11.19 Within the City Centre, there is a need to:

- Ensure the centre capitalises on the opportunities from growing business sectors;
- Maintain and improve the quality of the centre as a place to live, work and spend leisure time, while ensuring a safe and welcoming environment;
- Ensure opportunities to reduce energy demand through renewable and low carbon technologies are maximised.

#### **Are there any data gaps?**

3.11.20 There is limited baseline information on sustainability issues specific to the City Centre and therefore it will be important that stakeholders with strategic understanding of the key issues facing the City Centre contribute to this report.

3.11.21 Based on current information, it is important to:

- Identify to what extent additional general office floorspace can be provided to meet the increasing business demand without adversely affecting the existing character of the centre;
- Further investigate the opportunities for energy efficiency measures and renewable energy technologies/low carbon energy schemes that could be deployed to reduce emissions associated with the centre's energy demand.

## **3.12 NORTH CAMBRIDGE**

### **Introduction**

3.12.1 This section gives consideration to the policy context, the baseline situation and the issues and opportunities in relation to the North Cambridge area<sup>95</sup>, which is the second of the functional areas considered as part of the SA Framework. It does not seek to replicate spatially specific information contained under the 'thematic' sections. Rather, it seeks to a) present a high-level 'impression' of the area, so that it becomes easier to interpret the spatially specific implications of issues identified within the thematic sections; and b) review and present information from a limited number of data-sources that provide a 'fine-grained' spatial understanding of sustainability issues.

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<sup>95</sup> This includes the Arbury, East Chesterton, King's Hedges and West Chesterton wards.

### **What is the policy context?**

- 3.12.2 Of the six major areas of change in and around Cambridge the following two are located within North Cambridge: Huntingdon Road/Histon Road (the National Institute of Agricultural Botany (NIAB 1) site); and Northern Fringe East. This section reviews policy set for these areas on the assumption that it will have been developed to reflect priorities for the wider area. Furthermore, the 'Madingley Road/Huntingdon Road (North West Cambridge)' area of change is partially located within the North Cambridge Area (although primarily within the West Cambridge Area, and so the policy context is considered within the West Cambridge section, see Section 3.15).
- 3.12.3 The relevant policy for NIAB 1 is 9/8 in the Local Plan, however things have moved on considerably from this policy and development has outline planning permission subject to completion of a S106 agreement. Amongst other things, the Local Plan Policy highlighted the importance of an open space buffer in order to respect the setting of Girton and links with the strategic gap (part of which is designated Green Belt) which straddles Huntingdon Road between Girton and Cambridge. The policy also set a number of requirements relating to 'accessibility', including the need to carefully control vehicular access to the area and give priority to public transport, cycling and walking links along certain roads.
- 3.12.4 In terms of the North East Fringe development, the relevant policy in the Local Plan (2006) no longer applies as it relied upon the relocation of the waste water treatment works to another site and it was found that this would be unviable. Instead the site will be taken forward through the Local Plan review and will focus on employment-led development around the planned Chesterton Station. Chesterton Station will be located on Chesterton Sidings which fall within South Cambridgeshire District Council. The City Council will be working with South Cambridgeshire District Council to ensure co-ordinated policies are developed.
- 3.12.5 It is also worth noting that Policy SP/2 of the South Cambridge Site Specific Policies DPD (2010) sets policy for the Huntingdon Road / Histon Road (NIAB 2) area. It is noted that:
- A Landscape Strategy must be developed that consider the setting of Cambridge and views of key features of the city;
  - Capacity on the A14 is seen as a crucial issue and advice from the Highways Agency was that development should not be occupied until the section of the A14 between Girton and Milton has been upgraded and opened;
  - There is an emphasis on the potential for development to impact surface water drainage and sewage discharge, particularly in view of known problems downstream, especially at Histon, Impington and Oakington, and other large scale development proposed that drains into that area;

- Air quality is also an important consideration in view of the Air Quality Management Area on the A14<sup>96</sup>; and
- All development will be within 400m easy walking distance of a HQPT bus stop via direct, safe and convenient routes.

3.12.6 It is also worth noting that Policy SP/1 of the South Cambridge Site Specific Policies DPD (2010) sets policy for a site on the northern fringe of Cambridge to the east of the site considered above, known as Orchard Park site (and formerly known as Arbury Park). It is noted that:

- A major benefit of this site is seen to be its proximity to employment in the nearby Science Park, as well as by good public transport provision to the rest of Cambridge by a number of routes, including the Cambridgeshire Guided Busway;
- There is a requirement to retain the potential of direct connection to any future public transport route along the former railway line;
- The south west part of the site should provide an important gateway building for those entering the historic city of Cambridge from the north; and
- Again, there is a major focus on the approach to avoiding the impact of noise and air pollution from the A14.

#### **What is the baseline situation**

3.12.7 The North Cambridge area includes the wards of Arbury, King's Hedges, West Chesterton and East Chesterton. This section firstly presents an overview of the built and natural character of these wards, with information drawn primarily from the Cambridge Open Space and Recreation Strategy 2011 and various Conservation Area Appraisal documents that have been prepared. Secondly, this section draws on data relating to two specific issues - flood risk and deprivation - reflecting the fact that data-sets are available that enable a relatively fine-grained spatial understanding of the issues to be established.

#### ***Arbury***

3.12.8 Situated to the north of the City Centre, Arbury predominantly consists of flatted blocks, terraced and semi-detached housing dating from the late 1950s onwards, with pockets of older terraced housing close to the City Centre.

3.12.9 The ward has the lowest levels of Protected Open Space in the city (0.81 hectares 1,000 population), although the proportion that is publicly accessible is high. Some open space sites adjacent to the ward are accessible for residents, but overall there is a poor distribution of open spaces of any quality or size close to areas of housing. The St. Alban's Road Recreation Ground at the northernmost point of the ward has a community centre, sports pitch and children's play space located on the same site. This site is used extensively by local residents. The Open Space and Recreation

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<sup>96</sup> The planned A14 Ellington to Fen Ditton (A14efd) scheme was withdrawn during 2010. The Department for Transport is currently undertaking a joint study with local partners on alternatives to the withdrawn scheme. The study is due to be published in June 2012.

Strategy highlights that there are opportunities to improve the quality of green spaces close to flatted blocks.

### ***King's Hedges***

3.12.10 This area consists predominantly of 1960s and 1970s estate housing with numerous three and four storey flatted blocks. The ward is peppered with small areas of amenity green space adjacent to housing. Open spaces are more limited close to Milton Road, with the largest parks located in the north-western end of the ward. Overall, there is 3.07 hectares Protected Open Space hectares per 1,000 population (100% of which is publicly accessible). Some open space is in poor quality. Both King's Hedges and Nun's Way Recreation Grounds have the potential to be very pleasant spaces and are used by local residents, but both suffer from damage due to vandalism and antisocial behaviour.

### ***West Chesterton***

3.12.11 West Chesterton is mainly residential in nature, with some retail and office uses located around Mitcham's Corner and a number of school sites in the north of the ward. The southern part of the ward largely comprises Victorian housing, with a range of dwelling types from small terraced workers' cottages to suburban villas. The housing in the northern part of the ward is generally younger than that of the southern part of the ward and is predominantly semi-detached set in larger plots. Given the age of development and the size of gardens, some areas of the ward appear quite green and leafy. Overall, there is 1.26 hectares Protected Open Space hectares per 1,000 population (79.8% of which is publicly accessible).

3.12.12 Located within West Chesterton is the De Freville Conservation Area. This area is adjacent to the historic City Centre of Cambridge, north of the River Cam. Midsummer Common, an iconic green space that follows the south bank of the Cam, at this point is accessible by foot and road bridges. The De Freville Conservation Area is a wholly residential area with a high degree of integrity of design. It is situated between the conservation areas that cover the City Centre and Chesterton village. It is important as part of the nineteenth century planned expansion of the city of Cambridge. There is a clear hierarchy of streets with the principal streets being wide with the building line set back behind larger front gardens. Each neighbourhood within the Conservation Area has a strong architectural integrity reflecting the period in which it was first developed.

### ***East Chesterton***

3.12.13 Whilst the north-east of East Chesterton ward contains many employment and industrial uses, the south-west of the ward is mainly occupied by housing, with some retail uses along Chesterton High Street. Older housing is concentrated around Chesterton High Street and Ferry Lane, with 20th century housing forming much of the rest of the ward between the River Cam and Milton Road.

3.12.14 Overall, there is 2.89 hectares of Protected Open Space per 1,000 population (58.5% of which is publicly accessible). There is a range of open space of different types with access to a number of natural and semi-natural green spaces both within and adjacent to the ward. Chesterton Recreation Ground is one of the ward's main assets, with scope for formal and informal use of the space. Some open space is in poor quality.

3.12.15 Located within East Chesterton is the Chesterton and Ferry Lane Conservation Area. Chesterton is a suburb of Cambridge and is located approximately 1 mile to the north east of the City Centre. It lies on virtually level low lying land. The smaller Ferry Lane Conservation Area lies a short distance to the east, adjoining the River Cam around which this area is focused.

3.12.16 The special character of the Chesterton Conservation Area is derived from the surviving village setting of the area around the Parish Church of St Andrew, together with the suburban nature of the later development of the village. Chesterton is today a suburb of Cambridge and a predominantly residential area, although there is a commercial core that runs along the High Street which still provides local services. Remnants of former 'industrial' uses are also evident in a handful of locations throughout the area. Negative factors identified include inappropriate modern redevelopment and poor quality commercial frontages intruding into the street scene and busy traffic along High Street. Traffic volumes along the High Street resulted in traffic calming measures being installed in the 1990s. These measures include raised tables at junctions and speed bumps which unfortunately increase the prominence of the highway.

3.12.17 Ferry Lane Conservation Area is an important historic river crossing that retains a medieval street pattern. There are also good examples of later development off main roads (e.g. of Thrift's Walk). Negative factors identified include traffic along the High Street and the erosion of historic character, particularly along the High Street, by inappropriate development. The lack of townscape quality due to some redevelopment schemes is the main reason for the divided conservation areas.

### ***Flood risk***

3.12.18 The Cambridgeshire Strategic Surface Water Management Plan (2011) identified eleven 'wetspots' within Cambridge (by a process combining modelling with the historical database), which were then scored using a multi criteria analysis (MCA) method by which the impact of flooding on a wide range of receptors can be evaluated. The MCA showed the highest ranked wetspot to be the King's Hedges/Arbury area, whilst North Chesterton ranked third highest and South Chesterton fifth highest. options for King's Hedges/Arbury were examined, with the conclusion that there is a need for:

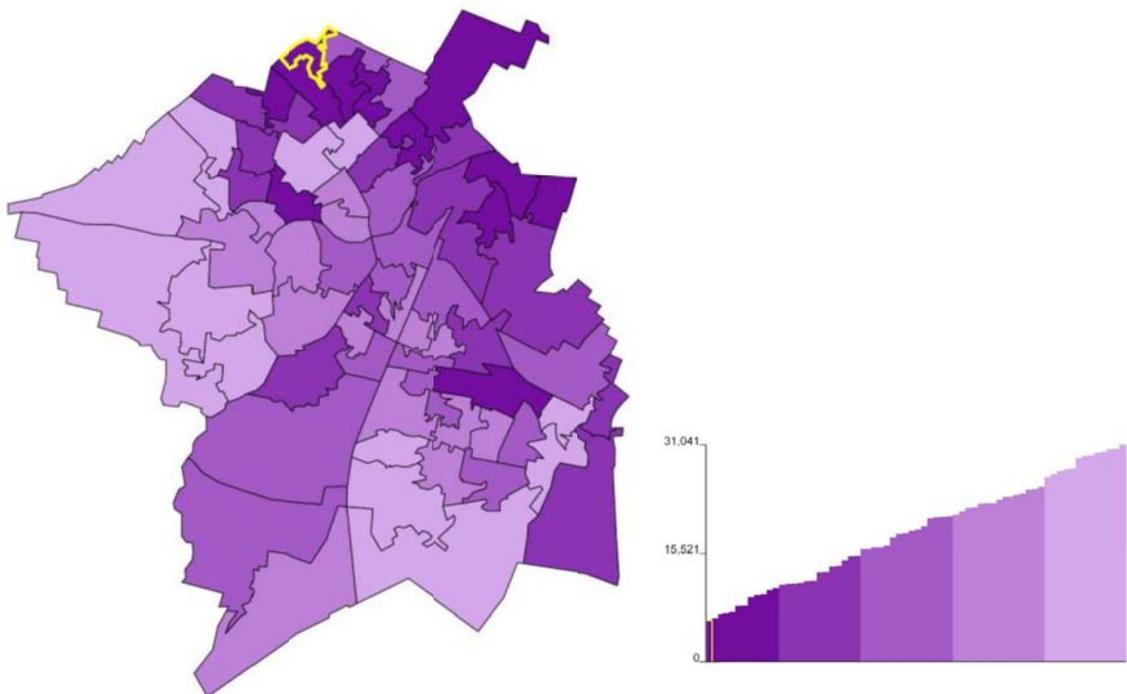
- Increased maintenance of ordinary watercourses and surface water drains (i.e. road gullies); and

- The uptake of engineering options including attenuation features, such as swales, basins and wetlands; and source control elements such as permeable paving and rain gardens.

### **Deprivation**

3.12.19 The worst performing ‘Super Output Area’ in Cambridge, in terms of the overall Index of Multiple Deprivation, is located on the northern extent of King’s Hedge’s ward (highlighted within Figure 21). This SOA is ranked 5,942 out of 32,482 SOAs nationally (where the most deprived SOA is ranked 1). Adjacent to this SOA are also the second and fifth most deprived SOAs in the city. The sixth most deprived SOA in the city is also located within the Northern Area (at its eastern extent).

**Figure 21:** National rank of Multiple Deprivation for Super Output Areas in Cambridge



### **What would the situation be without the Plan?**

3.12.20 The future baseline will be influenced considerably by development within the North Cambridge area: Huntingdon Road/Histon Road (the National Institute of Agricultural Botany (NIAB1) site) and Northern Fringe East ‘areas of major change’.

3.12.21 Following allocation in the Local Plan (2006), planning permission was granted for the NIAB 1 site in 2010 subject to a legal agreement. The frontage area has a separate permission and construction began in spring 2010.

3.12.22 The NIAB 1 planning permission includes a new Local Centre that will serve the new population and also the surrounding existing population. It is also understood that a

high quality Sustainable Drainage (SuDS) scheme will be implemented. More generally, however, it is not clear precisely how development will affect the wider area (e.g. as a result of the provision of accessible open space). It is notable that this development site is not adjacent to areas that are currently suffering from problems of deprivation.

3.12.23 In terms of the Northern Fringe East, no further progress has been made as yet. The site will be taken forward through the review of the Plan and will focus on employment led uses around the Chesterton Station development.

3.12.24 It is also important to note that baseline conditions within the North Cambridge area could (and probably will) be influenced by adjacent development within South Cambridgeshire District (i.e. the NIAB 2 area and at the Orchard Park site).

### **What are the key issues and opportunities?**

3.12.25 Within the northern area of Cambridge, there is a need to:

- Address deprivation across the quite expansive areas of the city's northern and north-eastern extents;
- Address flood risk issues;
- Capitalise on opportunities to encourage use of public transport and walking/cycling (including access to Cambridge Science Park);
- Increase access to high quality open space, particularly within Arbury;
- Support the achievement of identified priorities within the Chesterton/Ferry Lane and De Freville Conservation Areas;
- Encourage high quality design and improve the quality of the public realm within some areas;
- Develop a coordinated policy with South Cambridgeshire District Council for the development of Northern Fringe East.

### **Are there any data gaps?**

- Evidence of sustainability issues at this scale is limited, and so it will be important that stakeholders with a strategic understanding of how issues vary across the city at this scale contribute through the consultation on this report;
- This section has considered an overview of the built and natural character but there is always room for further evidence to inform our understanding of this functional area.

## **3.13 SOUTH CAMBRIDGE**

### **Introduction**

3.13.1 This section gives consideration to the policy context, the baseline situation and the issues and opportunities in relation to the South Cambridge area, which is the third of the functional areas considered as part of the SA Framework. It does not seek to replicate spatially specific information presented under the 'thematic' sections. Rather it seeks to a) present a high-level 'impression' of the area, so that it becomes

easier to interpret the spatially specific implications of issues identified within the thematic sections; and b) review and present information from a limited number of data sources that provide a 'fine-grained' spatial understanding of sustainability issues.

### **What is the policy context?**

- 3.13.2 Of the six major areas of change in and around Cambridge, the 'Southern Fringe' area is located within South Cambridge. The spatial strategy for the current Local Plan (2006) involved the removal of land in the Green Belt to facilitate an expansion of Addenbrooke's Hospital as a regional hospital and a centre of excellence for associated biomedical and biotechnology research and development activities, related higher education or research institutes. Also new residential communities on land removed from the Green Belt to the east and south of Trumpington associated with a new access road linking the hospital to Hauxton Road are allowed for.
- 3.13.3 Policy 9/5 of the Local Plan (2006) identified the Cambridge 'Southern Fringe' as a major area of change and the non-statutory 'Southern Fringe Area Development Framework' was also approved in 2006. Subsequently in 2008, the Cambridge Southern Fringes Area Action Plan (AAP) was adopted by South Cambridgeshire District Council. This refers to the part of Trumpington Meadows which falls partially within South Cambridgeshire. All the other developments in the Southern Fringe fall only within the City Council area.
- 3.13.4 Separate development sites within the Southern Fringe area include:
- Trumpington Meadows (1,200 homes, of which 557 are within the City area);
  - Glebe Farm (286 homes);
  - Clay Farm (2,217 homes);
  - Addenbrooke's Hospital and Biomedical campus redevelopment; and
  - Bell School (347 homes and 110 student beds).
- 3.13.5 Landscape, biodiversity and drainage water features are important considerations for the Cambridge Southern Fringe. The Cambridge Open Space and Recreation Strategy (2011) highlights that, throughout the Trumpington Meadows development, there will be 'green fingers' – areas of open space that extent into the development from the arable fields to the south and country park to the west – and a new riverside community park (Country Park) is to be provided along the River Cam extending north and south of the M11 motorway.
- 3.13.6 The Open Space and Recreation Strategy (2011) also highlights that the Clay Farm site is an important gateway to Cambridge and will form a new edge to the city. Landscape and open space are key elements of overall character of the proposed development, with the existing trees, plantations, hedges, Hobson's Brook and associated ditches characterising the development. A green corridor will provide the transition between the urban fabric and the open countryside to the south and remain in the Green Belt. A transition is proposed within this corridor from formal recreation/open space to informal open space (including wet/dry balancing ponds, a

permanent wetland feature, informal species rich grassland and tree planting) further south to merge with the countryside character beyond.

3.13.7 The Addenbrooke's site is allocated for enhancements to Addenbrooke's Hospital as part of the creation of a wider Cambridge Biomedical Campus. Expansion will be supported by improvements to transport infrastructure on the south side of the city including high quality public transport. As highlighted by the Cambridge Open Space and Recreation Strategy (2011), the site is set against the backdrop of the existing hospital, which appears as a mass of institutional buildings with minimal landscaping. Long distance views of the site are evident from the Gog Magog Down to the south. The Addenbrooke's site has a number of proposed areas of public realm within it and provides scope for informal areas for relaxation. The site links with the wider city and the surrounding countryside via strategic footpath and cycleway routes. As with Bell School and Glebe Farm, smaller open spaces will contribute to the high-quality sustainable environment being created in the Southern Fringe.

#### **What is the baseline situation?<sup>97</sup>**

3.13.8 The South Cambridge area contains the wards of Trumpington, Queen Edith's and Cherry Hinton. This section firstly presents an overview of the built and natural character of these wards, with information drawn primarily from the Cambridge Open Space and Recreation Strategy (2011) and various conservation area appraisal documents that have been prepared. Secondly, this section draws on data relating to two specific issues – flood risk and deprivation – reflecting the fact that data sets are available that enable a relatively fine-grained spatial understanding of the issues to be established.

#### ***Trumpington***

3.13.9 Trumpington ward is varied in character with older terraced housing situated closest to the City Centre, larger detached housing and private schools dominating the eastern side of Trumpington Road between the Brooklands Avenue junction and the village of Trumpington. The western side of Trumpington Road contains fields used for sport, recreation and agriculture, which run down to the River Cam. The nucleus of Trumpington village contains both Anstey and Trumpington Halls and established houses and cottages. To the east of the village centre, the area predominantly consists of post-war housing.

3.13.10 In terms of open space, there is 11.58 hectares Protected Open Space per 1,000 population (15.4% of which is publicly accessible). Although, a significant proportion of the open space in the ward is not publicly accessible, many of the private Protected Open Spaces can be viewed from the streetscape and contribute to the greenness of the ward. Many of the open spaces to the west of Trumpington Road are vital to the setting of the city and the quality of the Cambridge Green Belt. The ward has a good mix of different types of Protected Open Space. Many of the sites

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<sup>97</sup> Information taken primarily from the Cambridge Open Space and Recreation Strategy (2011)

contribute to the green corridor of open spaces which runs through from the Clay Farm site up to Lammas Land and the green corridor running down from Paradise Local Nature Reserve through Grantchester Meadows along the River Cam.

3.13.11 Located at the northern extent of Trumpington Ward are the designated Conservation Areas of Southacre, Brooklands Avenue and Trumpington. The 'Central' Conservation Area also falls partially within the South Cambridge area. The following are brief summaries of key points raised within respective Conservation Area Appraisals:

- The Southacre area is an area surrounding Southacre Park with clearly defined boundaries on all sides (to the north by Vicar's Brook and Coe Fen, to the west by the River Cam and the river flood plain, to the south by the Leys School Playing Field/Cambridge Lakes golf and football ground, and to the east by Trumpington Road). The special character of this area relates to the deliberate laying out as large houses in larger landscaped plots. An aerial view of the area also demonstrates how markedly it stands out from its environs as being more heavily wooded and green. Despite the high density of traffic along the Trumpington Road boundary, the area itself is relatively quiet with the only through traffic consisting of cyclists and pedestrians.
- The Brooklands Avenue area forms a southward extension of the existing Central Conservation Area. Located on Brooklands Avenue itself is the Grade II listed Brooklands House, whilst other important features include the avenue of trees, tree belts, individual trees and historic walls and railings. The area as a whole forms part of a green corridor which links the city to the countryside immediately to the south, a corridor which includes the University Botanic Garden. The parking of cars is identified as one of the issues to be addressed within the Conservation Area.
- Trumpington is described as retaining a 'village' character, though now enclosed within the city of Cambridge. It is essentially separated from other areas of the city by landscaping and a lack of suburban sprawl. It maintains its historic context within the link between the manors and the land retained. Heavy traffic on the High Street is identified as an issue to be addressed.

### ***Queen Edith's***

3.13.12 Apart from the presence of Addenbrooke's, Homerton College and a number of state and private schools, Queen Edith's ward is predominantly residential in nature, with housing of a range of ages and types. The northern part of the ward is more densely developed, with areas adjacent to Hills Road and south of Queen Edith's Way having larger housing set in more spacious gardens.

3.13.13 There is 6.89 hectares of Protected Open Space per 1,000 population (49.8% of which is publicly accessible). The western portion of the ward, in particular, is dominated by open spaces in private use. The southern boundary includes land within the Cambridge Green Belt (which forms part of the setting of the city). It is noted that the ongoing development of Addenbrooke's will involve the delivery of open spaces for use by patients, visitors and staff.

### ***Cherry Hinton***

3.13.14 The ward has a mix of housing types and land uses, with industrial uses located on the northern edge of the ward adjacent to Cambridge Airport and office and research and development uses on Fulbourn Road. The rest of the ward predominantly consists of 20<sup>th</sup> century housing, with the original village core still evident along the High Street. This ward is bounded by a range of open spaces to the north and west, which form part of a green corridor running through to adjacent Abbey, Coleridge and Romsey wards. To the south and east, the Cambridge Green Belt bounds the built-up area, with a number of sites of local and national conservation importance forming the edge of the built-up area of the city.

3.13.15 Within the ward there is a good range of open spaces, including the parkland of Cherry Hinton Hall, sports provision within recreation grounds, high quality allotment provision and a range of natural and semi-natural green spaces, which form a strong green corridor. However, many of the natural and semi-natural green spaces are not well-managed. Whilst a balance should be sought between access and biodiversity, on some of the sites, self-set trees are taking over, reducing the biodiversity of scrubland, and the sites adjacent to the lakes are suffering from poor quality maintenance and anti-social behaviour. Overall, there is 7.74 hectares of Protected Open Space per 1,000 population (57.9% of which is publicly accessible).

### ***Flood Risk***

3.13.16 The Cambridgeshire Strategic Surface Water Management Plan (2011) identified eleven 'wetspots' within Cambridge City (by a process combining modelling with the historical database), which were there scored using a multi criteria analysis (MCA) method by which the impact of flooding on a wide range of receptors can be evaluated. The MCA showed the second highest ranked wetspot to be the Cherry Hinton area. Management options for Cherry Hinton were then examined, with the conclusion that there is a need for:

- Increase maintenance of ordinary watercourses and surface water drains (i.e. road gullies); and
- The uptake of engineering options including attenuation features, such as swales, basins and wetlands; and source control elements such as permeable paving and rain gardens.

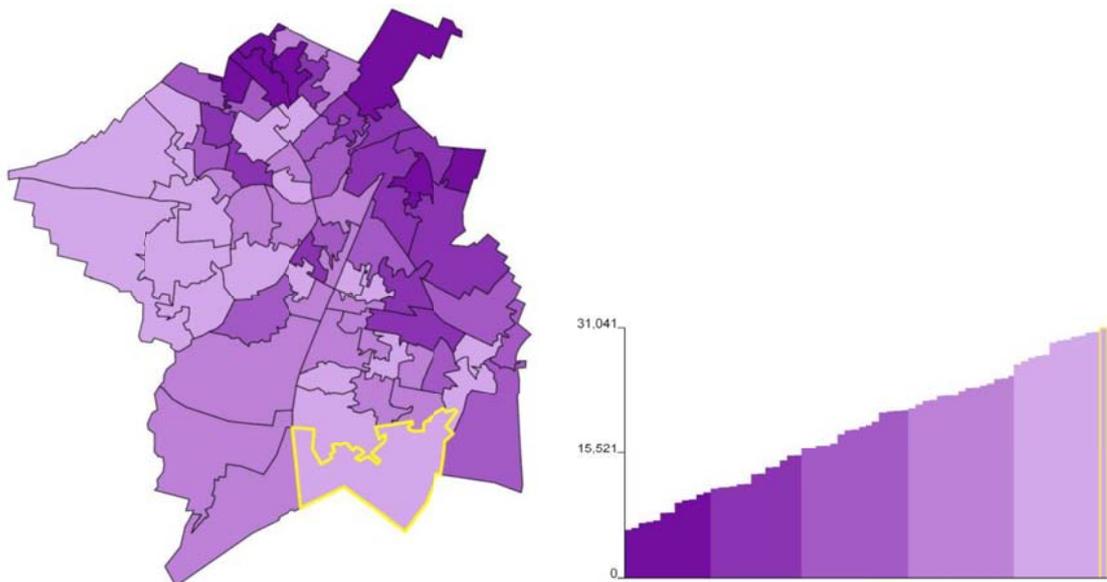
### ***Deprivation***

3.13.17 The best performing 'Super Output Area' (SOA) in Cambridge, in terms of the overall Index of Multiple Deprivation, is located at the southern extent of Queen Edith's ward (see Figure 22). This SOA is ranked 31,041 out of 32,482 SOAs nationally. The worst performing SOA in the southern area is located at the northern extent of Trumpington Ward, adjacent to the City Centre. This SOA is the 20<sup>th</sup> most deprived in the city, and is ranked 12,815 nationally.

## What would the situation be without the Plan?

3.13.18 The future baseline will be influenced considerably by development within the Cambridge Southern Fringes 'area of major change'. Following allocation in the Local Plan (2006) and the Cambridge Southern Fringes AAP, Bell School received planning permission in 2008 (subject to certain obligations); Trumpington Meadows and the enhancements to Addenbrooke's Hospital were granted permission in 2009; and both Clay Farm and Glebe Farm were granted planning permission in 2010. It is expected that all development will contribute to the ongoing vitality of this part of Cambridge. For example, the Cambridge Open Space and Recreation Strategy 2011 suggests that the residential sites at Glebe Farm, Clay Farm and Trumpington Meadows will provide open space that will benefit nearby residents of Trumpington Ward.

**Figure 22:** National rank of Multiple Deprivation for Super Output Areas in Cambridge



## What are the key issues and opportunities?

3.13.19 Within the southern area of Cambridge, there is a need to:

- Address flood risk issues;
- Consider the potential to address deprivation associated with areas to the East;
- Work with developers to facilitate the achievement of successful new communities within the urban extensions;
- Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting;
- Support the achievement of identified priorities within conservation areas; and
- Capitalise on opportunities to encourage use of public transport and walking/cycling.

### **Are there any data gaps?**

- Evidence of sustainability issues at this scale is limited, and so it will be important that stakeholders with strategic understanding of how issues vary across the city at this scale contribute through the consultation on this report;
- This section has considered an overview of the built and natural character but there is always room for further evidence to inform our understanding of this functional area.

## **3.14 EAST CAMBRIDGE**

### **Introduction**

3.14.1 This section gives consideration to the policy context, the baseline situation and the issues and opportunities in relation to the East Cambridge area<sup>98</sup>, which is the fourth of the functional areas considered as part of the SA Framework. It does not seek to replicate spatially specific information presented under the ‘thematic’ sections. Rather it seeks to a) present a high-level ‘impression’ of the area, so that it becomes easier to interpret the spatially specific implications of issues identified within the thematic sections; and b) review and present information from a limited number of data sources that provide a ‘fine-grained’ spatial understanding of sustainability issues.

### **What is the policy context?**

3.14.2 The spatial strategy for the 2006 Local Plan included an area of major change in East Cambridge.

3.14.3 The Cambridge East Area Action Plan (AAP) was adopted jointly by the Council and South Cambridgeshire District Council in 2008. The AAP identified the site for a new urban quarter of approximately 10,000 to 12,000 dwellings and associated infrastructure. Most of this site is unlikely to come forward before 2031 as the airport operators, Marshalls, have decided not to relocate the airfield in the immediate future. However, some development is possible on the edges of the airfield, North of Cherry Hinton and North of Newmarket Road (which is within South Cambridgeshire District Council) with the airport remaining on site. Within the City Council area, the only area that is likely to come forward is North of Cherry Hinton.

3.14.4 Key issues highlighted within the AAP include the need to:

- Enhance the special character of the city and its setting and pay proper regard to the need to maintain the penetration of the countryside into the heart of the city provided by the Teversham green corridor which links with Coldham’s Common;
- Develop a Country Park to the east of Airport Way as well as strategic routes connecting green infrastructure in the city with the surrounding districts and key

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<sup>98</sup> This includes Abbey, Coleridge, Petersfield and Romsey wards

projects such as the Wicken Fen Vision. An urban park is also proposed on the existing Park and Ride site, along with a range of smaller open spaces and allotments. There is a particular need to minimise and carefully plan the provision of roads crossing the main green corridor;

- Ensure development is connected to the rest of the city by high quality public transport and non-motorised modes of transport, achieving a modal shift of no more than 40% of trips by car at least 35% by public transport; and at least 25% by foot and cycle;
- Ensure strategically placed landmark buildings and public art to give a sense of place; and
- Allow only the following types of employment development:
  - Offices (or similar) providing an essential service for Cambridge as a local or sub-regional centre;
  - High technology and related industries primarily concerned with research and development, which show a special need to be located close to the universities or other established research facilities; and
  - Educational uses and research establishments, required in the national interest, to be located close to existing major establishments in related fields (such as the universities, the teaching hospital, or private research establishments; and
  - Other small scale industries which contribute to a greater range of local employment opportunities, particularly if they contribute to the development of locally-based skills or expertise.

### **What is the baseline situation<sup>99</sup>?**

3.14.5 The East Cambridge area contains the wards of Abbey, Coleridge, Petersfield and Romsey. This section firstly presents an overview of the built and natural character of these wards, with information drawn primarily from the Cambridge Open Space and Recreation Strategy 2011. Secondly, this section draws on data relating to one specific issue – deprivation – reflecting the fact that data sets are available that enable a relatively fine-grained spatial understanding to be established.

### ***Abbey***

3.14.6 Abbey ward has a mix of housing types and land uses, with much of the western part of the ward made up of retail and industrial uses along Newmarket Road<sup>100</sup>. The area between the river and Newmarket Road up to Stanley Road is predominantly 19<sup>th</sup> century housing, with a mix of 20<sup>th</sup> and 21<sup>st</sup> century housing up to the railway. The 20<sup>th</sup> century housing estates in the ward consist of a mix of flats, terraced and semi-detached housing. Some of the flatted blocks have little or no access to gardens.

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<sup>99</sup> Information taken primarily from the Cambridge Open Space and Recreation Strategy 2011

<sup>100</sup> Following the Cluster Study, the retail warehouse parks along Newmarket Road should be considered as part of the City Centre.

- 3.14.7 The ward is bounded by commons and other open spaces to the north and the south-east. To the north, Stourbridge Common and Ditton Meadows are contiguous, providing an extensive green corridor, which runs adjacent to the River Cam into the heart of the city. Cambridge Airport forms the south-eastern edge of the ward with the open areas of closely cut grassland adjacent to the runway linking the notional countryside with Coldham's Common and the former gravel quarries and Cherry Hinton Hall through to the chalklands to the south.
- 3.14.8 Overall, there is 12.4 hectares of Protected Open Space per 1,000 population (88.7% of which is publicly accessible). In comparison to the majority of the city, Abbey ward contains a good mix of publicly accessible open spaces. However, the quality of the open spaces is very varied.

### ***Coleridge***

- 3.14.9 Coleridge has a mix of housing types and land uses, with leisure and industrial uses located on the western edge of the ward and some retail and industrial uses located on Cherry Hinton Road at the southern edge of the ward. The 19<sup>th</sup> and 20<sup>th</sup> century housing development in the ward has a small number of flatted blocks and areas of terraced housing mingled with streets of semi-detached housing.
- 3.14.10 Overall, there is 5.87 hectares of Protected Open Space per 1,000 population (36.2% of which is publicly accessible). As the largest and most varied, publicly accessible Protected Open Space in the ward, Coleridge Recreation Ground offers a vitally important resource to local people.

### ***Petersfield***

- 3.14.11 This is a compact high-density residential neighbourhood with a strong identity and sense of place. Lying to the south-east of the City Centre, this ward is home to the Cambridge campus of Anglia Ruskin University, retail and employment uses in addition to a considerable amount of residential development. Much of the housing provision consists of older terraced housing with some pockets of 20<sup>th</sup> century development. Most gardens are relatively small and narrow and there is little in the way of street trees given the densely urban nature of the area.
- 3.14.12 Mill Road West District Centre falls within Petersfield, and on the other side of the railway bridge is Mill Road East within Romsey ward. Mill Road has a reputation for its diverse range of shops and other town centre uses, the majority of which are local independent traders. In addition to shops there are a large number of restaurants, cafes and takeaways. There is also an antique market at Hope Street, which falls within Mill Road East District Centre.
- 3.14.13 Although there is a range of publicly accessible open spaces close the ward including Parker's Piece and Coldham's Common, the amount of informal open space in the ward is low (1.53 hectares per 1,000 population, 65.3% of which is publicly

accessible) given the local population density and natural and semi-natural green space is restricted to Mill Road Cemetery.

### ***Romsey***

3.14.14 The Romsey area is a densely built-up, predominantly residential environment to the south-east of the City Centre. Much of the housing provision consists of terraced housing, although there are pockets of semi-detached housing in the northern part of the ward. Most gardens are relatively small and narrow and there are little in the way of street trees given the densely urban nature of the area.

3.14.15 The amount of open space in the ward is low (1.18 hectares of Protected Open Space per 1,000 population, 36% of which is publicly accessible) given the local population density and the amount of natural and semi-natural green space is very low and is restricted to tree belts. It is suggested that a pedestrian friendly access to the green space adjoining Cherry Hinton Brook and Coldham's Common should be considered.

### ***Deprivation***

3.14.16 The 3<sup>rd</sup>, 4<sup>th</sup> and 10<sup>th</sup> worst performing 'Super Output Areas' in Cambridge, in terms of overall Index of Multiple Deprivation, are located at the northern extent of Abbey ward. Other parts of the Eastern Area are also relatively deprived, although closer to the city centre are located some more affluent areas.

### **What would the situation be without the Plan?**

3.14.17 For Cambridge East, it is now understood that most of this site is unlikely to come forward before 2031 as the airport operators have decided not to relocate the airfield in the immediate future. However, some development is possible on the edge of the airfield north of Cherry Hinton and North of Newmarket Road.

### **What are the key issues and opportunities?**

3.14.18 Within the eastern area of Cambridge there, is a need to:

- Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting;
- Address deprivation issues across quite expansive areas;
- Maintain the character of particular neighbourhoods;
- Capitalise on opportunities to encourage the use of public transport and walking/cycling.

### **Are there any data gaps?**

- Evidence of sustainability issues at this scale is limited, and so it will be important that stakeholders with a strategic understanding of how issues vary across the city at this scale contribute through the consultation on this report.

- This section has considered an overview of the built and natural character but there is always room for further evidence to inform our understanding of this functional area.

### 3.15 WEST CAMBRIDGE

3.15.1 This section gives consideration to the policy context, the baseline situation and the issues and opportunities in relation to the West Cambridge area<sup>101</sup>, which is the fifth of the functional areas considered as part of the SA Framework. It does not seek to replicate spatially specific information presented under the ‘thematic’ sections. Rather it seeks to a) present a high-level ‘impression’ of the area, so that it becomes easier to interpret the spatially specific implications of issues identified within the thematic sections; and b) review and present information from a limited number of data sources that provide a ‘fine-grained’ spatial understanding of sustainability issues.

#### **What is the policy context?**

3.15.2 Of the six major areas of change in and around Cambridge, the ‘Maddingley Road/Huntingdon Road’ area is located within West Cambridge. The spatial strategy in the current Local Plan (2006) states that the University of Cambridge will continue to develop its West Cambridge site for teaching, academic research, sports and residential facilities, as well as further expansion of commercial research facilities in line with the existing outline planning permission and associated Masterplan. When the need for more land can be established, further University of Cambridge related development will be allowed in north west Cambridge between Maddingley Road and Huntingdon Road. Land is also identified for a new residential community between Huntingdon Road and Histon Road (see section 3.12 on North Cambridge).

3.15.3 The objectives of the North West Cambridge Area Action Plan (AAP) are as follows:

- To contribute to meeting the long-term development needs of Cambridge University;
- To create a sustainable community;
- To make the best use of energy and other natural resources, to be built as an exemplar of sustainable living with low carbon and greenhouse gas emissions and be able to accommodate the impacts of climate change;
- To create a satisfactory mix of uses, taking into account:
  - i. Identified University development needs; and
  - ii. The need for affordable housing for University and College staff;
- To secure a wide range of housing types and tenures;
- To secure high quality development of both built form and open spaces;
- To create a community which respects and links with adjoining communities;
- To achieve a modal split of no more than 40% of trips to work by car (excluding car passengers) and to maximise walking, cycling and public transport use;
- To maintain the purposes of the Green Belt;

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<sup>101</sup> This includes Castle and Newnham wards

- To provide an appropriate landscape setting and high quality edge treatment for Cambridge;
- To provide appropriate separation between Cambridge and the village of Girton to maintain village character and identity;
- To provide standards for infrastructure provision including renewable energy, open space, car and cycle parking, sewerage and surface water drainage;
- To provide an appropriate level of community services and facilities to serve the development satisfactorily;
- To determine appropriate phasing of development taking into account that development should only proceed when the University can prove a need for it;
- To secure the infrastructure needs of the development, including green infrastructure; and
- To protect special geological interest, existing wildlife and wildlife corridors and secure a net increase in biodiversity.

3.15.4 It is notable that transport modelling for North West Cambridge has shown that an 8% reduction in the modal share for journeys to work by car drivers (reducing the modal share from 45% to 37%) is achievable. In particular, there is a need for:

- High quality, high frequency public transport to key destinations, including the City Centre and Cambridge Railway Station;
- High quality cycle provision, including safe and convenient routes and a large amount of high quality cycle parking;
- Car parking provision below maximum standards as much as possible, combined with controls on on-street parking across the development site;
- Car sharing facilities within the development, through the use of car clubs or other similar measures; and
- Employee travel plans and residential travel planning, including personal journey to work travel planning for residents of the development.

#### **What is the baseline situation<sup>102</sup>?**

3.15.5 The West Cambridge area includes the wards of Castle and Newnham. This section firstly presents an overview of the built and natural character of these wards, with information drawn primarily from the Cambridge Open Space and Recreation Strategy 2011. Secondly, this section draws on data relating to a specific issue – deprivation – reflecting the fact that data sets are available that enable a relatively fine-grained spatial understanding to be established.

#### ***Castle***

3.15.6 Situated to the north-west of the City Centre, Castle ward is bisected by Huntingdon Road. Between the south western side of Huntingdon Road and Madingley Road, Colleges dominate, with Colleges such as Fitzwilliam, Churchill and Murray Edwards having significant presences within the streetscene. All the colleges within this area have established and well-maintained gardens, whilst some of the colleges

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<sup>102</sup> Information taken primarily from the Cambridge Open Space and Recreation Strategy (2011)

also have extensive playing fields within the ward. Residential uses within this area predominantly consist of large detached houses with large gardens. To the north-east of Huntingdon Road, terraced housing dominates, with limited pockets of publicly accessible open space. Castle Mound, a Scheduled Ancient Monument, provides an opportunity to view the city's skyline and allows people to appreciate the historic context of the city.

3.15.7 In terms of open space, there is 10.1 hectares of Protected Open Space per 1,000 population, but only 7% of this is publicly accessible. Although some residents of the ward will be associated with the Colleges, the level of public access to Protected Open Spaces is considered by the Open Space and Recreation Strategy (2011) to be a major challenge. In particular, those in the north of the ward have very limited access, with Histon Road recreation ground providing the most sizable piece of public open space in the area.

3.15.8 Located within Castle Ward are the designated conservation areas of West Cambridge (shared with Newnham Ward), Conduit Head Road and Storey's Way. The 'Central' Conservation Area also falls partially within the West Cambridge area. The following is a brief summary of key points raised within respective conservation area appraisal documents:

- The West Cambridge Conservation Area covers a large region to the west of the City Centre, currently centred on the long north-south 'spine' of Grange Road, with Madingley Road to the north and Barton Road to the south. The conservation area is notable for its spacious residential streets, lined with large mainly detached houses of the late 19<sup>th</sup> or early 20<sup>th</sup> centuries. Many of these are built in red brick with occasional tile hanging in the Arts and Crafts style then popular and some are of exceptional architectural quality. Old Newnham, to the south of the conservation area, has a number of older buildings on small scale plots, which are also important to its character. The domestic scale of these buildings contrasts with the much larger university buildings. Despite the differences in form, scale and materials between the original residential properties and the much larger university and college buildings, the very high quality of nearly all of the structures means that the area retains a spatial cohesion. There are virtually no commercial buildings in the conservation area, the predominant uses being either residential or educational. Most importantly, an attractive setting is provided for these buildings by the many large green spaces, hedges and areas of woodland, which remain in the conservation area. It is noted that, with some exceptions, the public realm (street surfaces, pavements, street lighting, signage and street furniture) is adequately maintained and low key in its impact. A key issue is seen to be the maintenance of an appropriate social mix given that the student accommodation element as a proportion of the whole has seen a substantial increase over the past decade.
- Conduit Head Road is located approximately one and a half miles to the north west of Cambridge City Centre. Situated along the principal route of Madingley Road (A1303), the area is located within a semi-rural landscape. The Conduit Head Road Conservation Area is of special interest due to its high quality, progressive 20<sup>th</sup> century architecture and its leafy, green, secluded character.

The area developed in a piecemeal fashion, displaying a variety of different architectural styles. A number of Modernist houses, built in the 1930s and 1960s are of particular note.

- Storey's Way lies about a mile to the north of Cambridge City Centre in a semi-rural setting on the urban edge. Storey's Way is an early twentieth century suburban linear layout with houses stepped back from the road at a uniform distance with large front and rear gardens. It benefits from large mature trees, which lessens the impression of 'urbanity' and presents a compact, semi-rural 'face'. An exception to this domestic character is the discrete space of the Ascension Burial Ground, which reinforces the landscaped feel. The main issue for this conservation area is provided by the threat of redevelopment to houses on their large plots. Also, many of the trees are at maturity, or approaching this stage. It is suggested that the unique character could be easily eroded if any new building fails to recognise the contribution the trees, open spaces and gardens make to the area.

### ***Newnham***

3.15.9 Situated to the west of the City Centre, Newnham is characterised by significant levels of open space, much of it playing fields for Colleges. The northern part of the ward has a number of spacious streets inhabited by large mainly detached houses and university and college buildings. The southern part of the ward includes the Newnham Croft Conservation Area where many of streets are made up of terraced housing, with some larger houses on Barton and Millington Roads. The ward lies adjacent to the countryside, with areas of Green Belt running through and around the built-up area. Many of the open spaces are vital to the setting of the city and the quality of the Cambridge Green Belt.

3.15.10 The Backs with their interplay of grand college buildings and the well-treed landscape form Cambridge's most famous landscaped area. To the south, the semi-natural areas of Sheep's Green and Coe Fen have a totally different character, but provide an important wildlife and recreational resources and contribute significantly to the setting of the ward and its buildings between the historic core and the urban edge of the city. In terms of open space, although the ward has many Protected Open Spaces (14.9 hectares per 1,000 population), only approximately 25% of open spaces are publicly accessible.

3.15.11 The Ward contains the Conservation Area of Newnham Croft, which is described as having the nature of a separate village, with its own shops, church, school and inns. The peculiar quality of Newnham Croft lies in the close juxtaposition of the urban and the rural. High quality shops are located one street away from snipe meadows, kingfishers and dense woods. Most of the buildings are seen against a backdrop of big trees, many of which are left over from vanished orchards or the gardens of big houses, while others have sprung up on abandoned meadows and at the bottoms of gardens.

### ***Deprivation***

3.15.12 The Western Area of Cambridge generally performs very well in terms of multiple deprivation, with the 2<sup>nd</sup>, 4<sup>th</sup> and 5<sup>th</sup> least deprived 'Super Output Areas' (SOAs) in Cambridge all located here. The 2<sup>nd</sup> best performing SOA in Cambridge ranks 30,447 out of 32,482 SOAs nationally.

**What would the situation be without the Plan?**

3.15.13 For the North West Cambridge 'area of major change' an outline application for the development of up to 3,000 dwellings and 2,000 student units and academic and commercial space was received and validated in September 2011. This application is likely to be determined in the near future, subject to the completion of a Section 106 agreement. Development allocated through the North West Cambridge area will have limited benefits for the wider area. Having said this, the Cambridge Open Space and Recreation Strategy 2011 suggests that nearby residents of Castle Ward will make use of the range of open spaces to be offered at both NIAB and North West Cambridge, and that both sites will allow better access to the countryside beyond. It is also understood that a potential new medium sized supermarket in the Local Centre in North West Cambridge would have benefits for residents in the local area.

**What are the key issues and opportunities?**

3.15.14 Within the western area of Cambridge, there is a need to:

- Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting;
- Maintain the exceptional character of the built environment and address priorities identified within the designated conservation areas;
- Capitalise on opportunities to encourage use of public transport and walking/cycling.

**Are there any data gaps?**

- Evidence of sustainability issues at this scale is limited, and so it will be important that stakeholders with a strategic understanding of how issues vary across the city at this scale contribute through the consultation on this report;
- This section has considered an overview of the built and natural character but there is always room for further evidence to inform our understanding of this functional area.

## **3.16 APPROACH TO SITE APPRAISAL**

3.16.1 The Plan will include sites allocated for specific uses. Each site option has been subject to a Sustainability Appraisal (SA) in order to identify and evaluate its potential impacts. The SA has been used to help decision making on whether a site should be taken forward as an allocation in the Local Plan. It has also be used to

identify suitable mitigation measures for addressing any adverse effects and these will be reflected in Plan policies where appropriate.

3.16.2 Advice from the Planning Advisory Service<sup>103</sup> suggests that site options should be appraised using three different types of criteria:

- **Exclusionary criteria** – e.g. flood risk areas, publicly accessible green space and other areas valued locally. Sites which do not satisfy these criteria should be excluded from the mix on the basis that they are no reasonable alternatives.
- **Discretionary criteria** – e.g. relating to public rights of way, agricultural land, and local nature conservation designations etc. These criteria might not necessarily lead to the exclusion of a site but would certainly be important from a sustainability perspective and should influence the decision as to whether or not a site is taken forward and, if it is, any measures that must be implemented in order to minimise the impacts of the development on the site.
- **Deliverability criteria** – e.g. landownership, access, planning history, size etc. all of which may have a bearing on whether or not the site is deliverable as a location for development.

3.16.3 These criteria can be set out in a table or pro forma (the proposed pro forma is provided in Table 3.5 below) which can be completed for each site. This helps to ensure a rigorous, consistent and transparent approach to appraising site options. Depending on the circumstances, alternative uses for particular sites may also be considered (e.g. for housing, employment, retail, community facilities, mixed use etc.) and, if so, the pro forma can be adapted to include an appraisal of different uses.

3.16.4 A dedicated site appraisal pro forma has been prepared which includes different types of criteria set out above. In developing the criteria, the sustainability topics in this report have been taken into account to ensure that sustainability considerations are fully reflected in the site appraisal process. Furthermore, the pro forma will include Cambridge specific threshold based criteria relating to distance from the site to, for example, local shops or public transport connections. Employing quantitative criteria such as these can introduce further rigour and transparency to the process. Further information about the appraisal of site allocations can be found in Section 4.4 of this SA Report.

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<sup>103</sup> PAS (2010). Sustainability Appraisal: Advice Note [online] available at <http://www.pas.gov.uk/pas/aio/627078> (accessed 24 January 2012)

**Table 3.5:** Proposed Pro forma for the integrated Sustainability Appraisal of Site Options

Site Name and summary details:		
Map	Site photo	Site size (Ha)
		Site owner:
		Current use:
		Proposed use:
Accessibility to existing centres and services		
Criteria	Performance	Comment
How far is the site from Cambridge City Centre?	<b>R</b> =>1km <b>A</b> = 400 – 1km <b>G</b> = <400m; or allocation is greenspace.	
How far is the site from a District or Local centre?	<b>R</b> =>1km <b>A</b> = 400 – 1km <b>G</b> = <400m; or allocation is greenspace.	
How far is the nearest health centre or GP service?	<b>R</b> = >800m <b>A</b> = 400-800m <b>G</b> = <400m; or allocation is greenspace	
How far is the nearest secondary school?	<b>R</b> = >5km <b>A</b> = 2 - 5km <b>G</b> = <2km; or allocation is not housing.	
How far is the nearest primary school?	<b>R</b> =>800m <b>A</b> = 400 - 800m <b>G</b> = <400m; or allocation is not housing	
Accessibility to outdoor facilities and green space		
Criteria	Performance	Comment

How far is the nearest outdoor sports facilities?	<b>R</b> =>3km <b>A</b> =1 - 3km <b>G</b> =<1km; or allocation is not housing	
How far is the nearest children's play space (local)?	<b>A</b> =>400m from 'local' children's play space <b>G</b> = <400m; or allocation is not housing	
How far is the nearest children's play space (neighbourhood)?	<b>A</b> =>1200m from 'neighbourhood' children's play space <b>G</b> = <1200m; or allocation is not housing	
How far is the nearest parks, open space or multifunctional greenspace (>2ha in size)?	<b>R</b> = >400m <b>G</b> = <400m; or allocation is not housing	
<b>Supporting Economic growth</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comment</b>
How far is the nearest employment hub or industrial area?	<b>R</b> = > 5km <b>A</b> = 2 - 5 km <b>G</b> = <2km; or allocation is not for housing or employment	
Will allocation result in loss of employment space?	<b>R</b> = Allocation will lead to significant loss of onsite employment <b>A</b> = Allocation will lead to some loss of onsite employment <b>G</b> = Loss of employment space is not a problem	
Will allocation result in development in deprived areas?	<b>A</b> = Not within the 40% most deprived Super Output Areas within the borough, according to the Index of Multiple Deprivation, 2010. <b>G</b> = Within the 40% most deprived Super	

	Output Areas within the borough; or allocation is greenspace.	
<b>Sustainable transport</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comment</b>
How far is the nearest high quality public transport route?	<b>R</b> = >800m <b>A</b> = 400 - 800m <b>G</b> = <400m	
How far is the nearest train station?	<b>R</b> = >800m <b>A</b> = 400 - 800m <b>G</b> = <400m	
How far is the nearest cycle route?	<b>R</b> = >800m <b>A</b> = 400 - 800m <b>G</b> = <400m	
<b>Air Quality</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comment</b>
Is the allocation within or near to an AQMA?	<b>R</b> = Within or adjacent to an AQMA <b>A</b> = <1km of an AQMA <b>G</b> = >1km of an AQMA; or allocation is greenspace	
<b>Protecting Groundwater</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comment</b>
Will allocation lead to development within a Source Protection Zone?	<b>A</b> = Within Source Protection Zone 1 <b>G</b> = Not within Source Protection Zone 1; or allocation is greenspace	
<b>Protecting to landscape, townscape and historic environment</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comment</b>

<p>Will allocation impact upon a Scheduled Ancient Monument?</p>	<p><b>R</b> = On a SAM OR Allocation will lead to development adjacent to a SAM with the potential for negative impacts</p> <p><b>A</b> = Adjacent to a SAM that is less sensitive / not likely to be impacted</p> <p><b>G</b> = Not on or adjacent to a SAM; or allocation is greenspace</p>	
<p>Will allocation impact upon a listed building?</p>	<p><b>R</b> = Contains or is adjacent to a listed building and there is the potential for negative impacts.</p> <p><b>A</b> = Contains or is adjacent to a listed building but there is not thought to be potential for negative impacts.</p> <p><b>G</b> = Not on or adjacent to a listed building.</p>	
<p>Will allocation impact upon a historic park / garden?</p>	<p><b>R</b> = Within or adjacent to a historic park / garden and there is the potential for negative impacts.</p> <p><b>A</b> = Within or adjacent to a historic park / garden but there is not the potential for negative impacts.</p> <p><b>G</b> = Not on or adjacent to historic park / garden; or allocation is greenspace.</p>	
<p>Will allocation impact upon a Conservation Area?</p>	<p><b>R</b> = Within or adjacent to a Conservation Area and there is the potential for negative impacts.</p> <p><b>A</b> = Within or adjacent to a Conservation Area but there is no potential for negative impacts.</p> <p><b>G</b> = Not within or adjacent to a Conservation</p>	

	Area	
Does the site make a major contribution to the setting, character, structure and the environmental quality of the City?	<p><b>R</b> = Site makes a major contribution to the setting, character, structure and the environmental quality of the City</p> <p><b>A</b> = Site makes a minor contribution to the setting, character, structure and the environmental quality of the City</p> <p><b>G</b> = Site does not make a contribution to the setting, character, structure and the environmental quality of the City</p>	
<b>Flood Risk</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comment</b>
Is allocation within a flood zone?	<p><b>R</b> = Flood risk zone 3b</p> <p><b>A</b> = Flood risk zone 2 or 3a</p> <p><b>G</b> = Flood risk zone 1; or allocation is greenspace</p>	
Is the site at risk from surface water flooding?	<p><b>R</b> = High risk</p> <p><b>A</b> = Medium risk</p> <p><b>G</b> = Low risk</p>	
<b>Land Use</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comment</b>
Will the allocation lead to a loss of land within the Green Belt	<p><b>R</b> = Allocation will lead to the loss of land from the Green belt</p> <p><b>A</b> = Allocation will lead to the partial loss (~50%) of land from the Green Belt</p> <p><b>G</b> = Allocation will lead to no loss of land from the Green Belt</p>	

Will allocation lead to loss of high quality agricultural land?	<b>R</b> = Includes Grade 1 or 2 agricultural land <b>A</b> = Includes Grade 3 agricultural land <b>G</b> = Does not include 1, 2 or 3 agricultural land	
Will allocation make use of previously developed land?	<b>R</b> = Does not include previously developed land <b>A</b> = Partially within previously developed land <b>G</b> = Entirely within previously developed land	
Will the allocation fall within an area of contaminated land?	<b>R</b> = Does not include contaminated land <b>A</b> = Partially within contaminated land <b>G</b> = Entirely within contaminated land	
Does the current site make a major contribution to the recreational resources of the City?	<b>R</b> = site makes a major contribution to the recreational resources of the City <b>G</b> = site does not make a major contribution to the recreational resources of the City	
Does the current site make a major contribution to the recreational resources of the local area?	<b>A</b> = Site makes a contribution to the recreational resources of the local area <b>G</b> = Site does not make a contribution to the recreational resources of the local area	
Would the allocation lead to a loss of community facilities	<b>R</b> = allocation would lead to a loss of community facilities <b>G</b> = allocation would not lead to a loss of community facilities	
<b>Biodiversity and Green Infrastructure</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comment</b>
Will allocation impact upon a Site of Special Scientific Interest (SSSI)?	<b>R</b> = Site is within 400m of an SSSI	

	<p><b>A</b> = Site is between 400 and 800 meters of an SSSI</p> <p><b>G</b> = Site is over 800m from an SSSI</p>	
Does the site contain any BAP priority species or habitats?	<p><b>R</b> = Site contains BAP priority species or habitats</p> <p><b>G</b> = Site does not contain BAP priority species or habitats</p>	
Will allocation impact upon a locally designated wildlife site?	<p><b>R</b> = Contains or is adjacent to an existing site</p> <p><b>A</b> = Contains or is adjacent to a proposed site</p> <p><b>G</b> = Does not contain and is not adjacent; or allocation is greenspace</p>	
Will allocation impact upon an ecological corridor?	<p><b>R</b> = Within an ecological corridors</p> <p><b>G</b> = Not within an ecological corridors; or allocation is greenspace</p>	
Will allocation impact upon designated open space or undesignated space which meets the criteria in Policy 4/2 of the Local Plan (2006)?	<p><b>R</b> = Contains open space</p> <p><b>G</b> = Does not contain open space; or allocation is greenspace</p>	
Will allocation impact upon allotment space?	<p><b>R</b> = Contains allotment space</p> <p><b>G</b> = Does not contain allotment space</p>	
<b>Any other information not captured above?</b>		
<b>Site recommended to be taken forward and justification?</b>		
NB. In addition, any significant effects identified through the appraisal for each site should be reflected in mitigation measures expressed through plan policy		

### **3.17 CONSULTATION ON THE SCOPING REPORT**

3.17.1 Stage A in the SA process involves consultation on the scope of the SA. The scoping report was made available for a five week period of consultation between 17 February and 26 March 2012. Consultation took place with the statutory SA consultees<sup>104</sup> and Cambridgeshire County Council, South Cambridgeshire District Council and Cambridge City Ward Councillors.

3.17.2 Table 3.6 below sets out the comments received to this consultation and, where appropriate, any changes that have been made to the Scoping Report as a result.

### **3.18 NEXT STEPS**

3.18.1 The framework and evidence base presented in the Scoping Report provides the basis for undertaking the SA of the Plan. Other evidence (e.g. from studies undertaken by the Council) will also be drawn on where appropriate. In order to carry out the appraisal, for each Sustainability theme/topic and functional are the following questions will be asked:

- What will be the situation with the plan?
- How can we mitigate/enhance effects?
- How can we best monitor the plan's impacts?

3.18.2 In this way, the Plan will be comprehensively analysed in terms of its effect on different parts of Cambridge and the full range of sustainability issues.

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<sup>104</sup> The Statutory SA consultees comprise English Heritage, Natural England and the Environment Agency.

**Table 3.6:** Consultation responses.

Comment Number	Respondent	Comment	Response to comment	Reference to the Final SA Scoping Report and further observations if necessary
1	Natural England	Further discussion should be included on the separate Habitats Regulations Assessment (HRA) process and the integration between the SA/SEA and HRA processes. For example, evidence gathered for the HRA on European sites can be fed into the SA process and the findings of the HRA can be fed into the SA.	Noted	<p>Cambridge City Council will be carrying out screening for the Plan and will liaise with Natural England to determine the best time to do this.</p> <p>Cambridge City Council have carried out HRA screening for previous SPDs, and there was no need to go to a full appropriate assessment. There are no European sites within Cambridge City that would be directly affected. The Phase 2 Water Cycle Strategy provided an assessment of sites further away which could be affected by changes to the water environment as a consequence of development in Cambridge City and South Cambridgeshire. This study concluded that there would be no significant effect and effectively screened out the need for any further assessment.</p>
2		We would advise further consideration be given to the protection and enhancement of soils and agricultural land as part of the assessment process.	Noted	
3		Should consider the inter-relationships between themes, e.g.	Scoping Report to be amended.	See 3.10.1

Comment Number	Respondent	Comment	Response to comment	Reference to the Final SA Scoping Report and further observations if necessary
		a number of themes can have a significant influence on biodiversity, such as air quality, noise, water quality and resources.		
4		The contaminated land theme should include reference to biodiversity due to the impact that pollution could have on habitats and species and water quality due to the potential for leaching of contaminants into watercourses.	Scoping Report to be amended	See 3.3.21
5		We welcome reference to the local BAP and this should inform the assessment of impacts on biodiversity and to identify opportunities for enhancement. Similar reference should also be made to the Cambridgeshire Green Infrastructure Strategy in relation to the protection and enhancement of green infrastructure.	Scoping Report to be amended	See 3.10.17
6		We would also advise that consideration is given to Natural England's standards for accessible natural greenspace' (ANGSt) provides a set of benchmarksm which should be used to ensure new and existing residential	Scoping Report to be amended	See 3.10.11

Comment Number	Respondent	Comment	Response to comment	Reference to the Final SA Scoping Report and further observations if necessary
		development has access to nature. More information can be found on Natural England's publication, 'Nature Nearby, Accessible Greenspace Guidance' (March 2010).		
7		We would advise that exclusionary criteria should include statutorily designated sites, and ideally other designated sites of conservation interest.	Noted	The site appraisal criteria presented within this Scoping Report are still to be finalised. Final criteria will reflect the importance of avoiding impacts to statutory designated sites and those with conservation interest.
8	Environment Agency	Water: The WCS is not the finalisation of the approach to water quality issues. We would recommend that an appropriate local planning policy be developed to reflect the importance of this issue within the local context. This should not only look at the delivery of infrastructure (as per the draft NPPF) and the prevention of pollution from new development, but also seek to deliver local improvements to watercourse/ Green Infrastructure which would be able to contribute to the improvement of water quality in the District.	Noted	Cambridge City Council will be looking to develop policies on water quality in the ways recommended, including prevention of pollution and making improvements to watercourses and Green Infrastructure.

Comment Number	Respondent	Comment	Response to comment	Reference to the Final SA Scoping Report and further observations if necessary
9		<p>6.3.6 – 6.3.8 (now numbered 3.6.14 – 3.6.16) Water Resources are, and will continue to be, a significant issue for Cambridge in relation to the District’s geographical location in a water stressed region, and the future implications of climate change. We would also recommend that an appropriate local planning policy be developed to reflect the importance of this issue within the local context. This should address new development within the District and we would suggest that it should require the highest standards of water efficiency (i.e. for dwellings Levels 5 or 6 of the Code for Sustainable Homes). This will reflect the importance of the issue and ensure that new development minimises its impact on existing water resources. We would be happy to work together with your Authority in the development of a suitable policy on this issue (as identified in 6.5 Key issues and opportunities)</p>	<p>Scoping Report to be amended</p>	<p>See 3.6.22</p>
10		<p>Managing Flood Risk – Whilst the</p>	<p>Noted</p>	<p>The Technical Guide to the NPPF (March</p>

Comment Number	Respondent	Comment	Response to comment	Reference to the Final SA Scoping Report and further observations if necessary
		Draft NPPF identifies the overall objectives for directing development away from flood risk sensitive areas, it does not classify some of the terms that it uses (i.e. Sequential Test/Exception Test). In the absence of any clear indication of the way to interpret policy, we would recommend that the interpretation of flood risk issues be clearly stated within the Local Plan as a policy and supporting information (subject to what format/details are contained within the finalised NPPF and any supplementary planning guidance).		2012) retains key elements of PPS25. However, Cambridge City Council will ensure that any missing elements are explained clearly within the Plan.
11		The details of the Cambridge Strategic Flood Risk Assessment (SFRA) could be used to inform any planning policy. Again, we would be happy to work together with your Authority in the development of a suitable policy on this issue for incorporation within the revised Local Plan.	Noted	Cambridge City Council will be using the SFRA to develop planning policy and would welcome working with the Environment Agency on this.
12		Climate Change Mitigation and Renewable Energy: There is the opportunity within the review of the	Scoping Report to be amended	See 3.8.11

Comment Number	Respondent	Comment	Response to comment	Reference to the Final SA Scoping Report and further observations if necessary
		LDF/development of a new Local Plan to enable local communities to plan and deliver localised renewable energy generation. This is, though, subject to the constraints that have been identified within 8.3 (now 3.8) of the Scoping Report.		
13		Biodiversity and Infrastructure: There is a cross cutting issue relating to GI in the fact that it can also deliver hydromorphological improvements to watercourses that can benefit biodiversity and improve water quality (link to the earlier water section). This would also link in to the 3 <sup>rd</sup> bullet of 10.5.1 (now 3.10.21) of the draft Scoping Report	Scoping Report to be amended	See 3.10.21
14		Land contamination: We note that land contamination is included as a measure within the Approach to Site Appraisal. Contamination itself does not necessarily prevent the redevelopment of a site, though the remediation measures required would need to be considered as part of the financial viability of a site's redevelopment. The replacement of PPS' with the NPPF may leave a void	Noted	Cambridge City Council will be looking to develop policy on land contamination and would welcome working with the Environment Agency on this.

Comment Number	Respondent	Comment	Response to comment	Reference to the Final SA Scoping Report and further observations if necessary
		in terms of planning policy on this issue. We would therefore recommend that a policy be developed for incorporation within the Local Plan to address this topic. Again, we would be happy to work together with your Authority in the development of a suitable policy for incorporation within the revised Local Plans.		
15	English Heritage <sup>105</sup>	Policy Context: The purposes of the Green Belt listed in 9.2.2 (now 3.9.3) are restated in the NPPF. With regard to Cambridge, the fourth purpose is the reason for the Green Belt designation. It is also worth noting that the wording in national Green Belt policy for this purpose has been strengthened over the years to include setting explicitly, but that preserving the 'special character of historic towns' encompasses much more than visual setting.	Noted	
16		Landscape: 9.3.4 (now 3.9.10) The strategic value of the Green Belt in	Scoping Report to be amended	See 3.9.10

<sup>105</sup> Comments on the Scoping Report from English Heritage were received by URS after the finalisation of the Scoping Report and completion of the SA of the Cambridge Local Plan Interim SA. These comments will be taken into consideration for all subsequent stages of the plan making process.

Comment Number	Respondent	Comment	Response to comment	Reference to the Final SA Scoping Report and further observations if necessary
		<p>terms of maintaining a compact city, where the historic core remains the defining feature, and distances from the core to the urban edge are relatively short, should be reflected. The Cambridge Green Belt Study (LDA 2002) provides a helpful analysis of the contribution of the Green Belt to the appreciation of Cambridge, although it is out of date in other respects.</p>		
17		<p>Historic Environment and Townscape. This section provides a good overview of the city's heritage and townscape. As discussed above, we do not consider the Green Belt to be only a landscape issue; it is a planning tool with particular purposes that relate strongly to the strategic appreciation of the character of Cambridge as a historic town.</p>	Noted	
18		<p>The impact of tall buildings on the townscape of certain areas within Cambridge should be recognised in the baseline and their potential to change the character of the city should be noted in para 9.4.1 (now</p>	Noted	<p>New policy on tall buildings will be considered as part of the Local Plan Review building upon the evidence in the Cambridge Skyline guidance document (2012).</p>

Comment Number	Respondent	Comment	Response to comment	Reference to the Final SA Scoping Report and further observations if necessary
		3.9.21). This is an area where the Local Plan has not been as effective as it might have been, and a review of policy would be beneficial. We believe that this is already underway. The baseline evidence relating to tall buildings should be clearly referred to.		
19		9.5 (key issues and opportunities – now 3.9.22). The Green Belt is a key issue and its continued function relative to its purpose should be identified. We agree with, and support, the other issues that are identified in this section	Scoping Report to be amended	See 3.9.22
20		9.6 Data gaps A remedy to the difficulty of addressing the Green Belt in a comprehensive way in the SA would be to provide an updated version of the Cambridge Green Belt Study, in conjunction with South Cambridgeshire District Council	Noted	A review of the Inner Green Belt was completed in May 2012, which is an updated of the 'Inner Green Belt Boundary Study' 2002 carried out by Cambridge City Council and taking into account the South Cambridgeshire District Council Green Belt Study (September 2002). This will be taken into account in all subsequent stages of the plan making process.
21	Councillor Sarah Brown	I'd ideally like to see something specific mentioned about retail diversity and independents on Mill Road in the Eastern report. It's an	Scoping Report to be amended	See 3.14.11

Comment Number	Respondent	Comment	Response to comment	Reference to the Final SA Scoping Report and further observations if necessary
		area where the existing local plan perhaps isn't serving us so well.		

## PART FOUR: RESULTS OF THE SUSTAINABILITY APPRAISAL AND THE PROPOSED MONITORING STRATEGY (SA STAGES B, C AND D)

### 4.1 INTRODUCTION

Element of the SEA Directive Requirements that this section seeks to meet:

- The likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soils, water, climatic factors, material assets, cultural heritage, including architectural and archaeological heritage, landscape and the interrelationships between the above factors (Annex 1 f);
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme (Annex 1 g);
- An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken and any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information (Annex 1 h); and
- A description of the measures envisaged concerning monitoring in accordance with Article 10 (Annex 1 i)

4.1.1 This section of the SA Report encompasses the actual appraisal of the various stages of development the Submission Draft Cambridge Local Plan. It embodies stages B, C and D of the SA process, which involve the following steps:

#### **Stage B**

- Appraise the Plan against the SA Framework;
- Make recommendations to minimise any negative impacts and enhance positives;
- Proposed measures to monitor the plan impacts

#### **Stage C**

- Report on SA findings

#### **Stage D**

- Consult stakeholders on SA findings

4.1.2 As outlined in Figure 1 of this Report, the SA process has been aligned with the various stages of the production of the Cambridge Local Plan 2014, allowing for an iterative approach to plan-making. This section of the SA Report seeks to draw together the various stages in the appraisal of the Local Plan, which can be summarised as follows:

- May 2012 – Interim SA of the Issues and Options Report, carried out by URS Limited;

- January 2013 – Issues and Options 2: Part 1 Interim Sustainability Appraisal, carried out by officers from Cambridge City Council and South Cambridgeshire District Council (includes SA of the Development Strategy and sites on the edge of Cambridge);
- January 2013 – Interim SA Report 2. Issues and Options 2 Part 2 Site Options, carried out by URS Limited;
- May 2013 – Further joint Sustainability Appraisal of the Development Strategy carried out by officers from Cambridge City Council and South Cambridgeshire District Council and consultants Environ contained within the report “Reviewing the Sustainable Development Strategy for the Cambridge Area”; and
- July 2013 – Appraisal of the Cambridge Local Plan 2014 – Proposed Submission, carried out by URS.

4.1.3 Section 4.2 of this SA Report sets out the joint sustainability appraisal of the Development Strategy for Cambridge and South Cambridgeshire, including the appraisal of broad locations for development that were presented as part of the Interim SA of the Issues and Options Report. This is followed in Section 4.3 by the appraisal of the other policy options that were presented in the Issues and Options Report, which was made available for consultation in summer 2012. This appraisal allowed for the assessment of alternative options for policy development. Section 4.4 then considers the appraisal of site options, for both sites on the edge of Cambridge and sites within Cambridge. This section also includes the appraisal of site options for sub-regional sporting, cultural and community facilities. Section 4.5 then outlines the reasons for selecting the preferred policy approach that was taken forward into the Submission Draft Local Plan, followed by Section 4.6 which presents the appraisal of the Submission Draft Local Plan. The difficulties encountered in carrying out the appraisal are considered in Section 4.7, while Section 4.8 presents the monitor strategy that will be used to monitor the significant effects of the plan.

## 4.2 APPRAISAL OF THE DEVELOPMENT STRATEGY (INCLUDING BROAD LOCATIONS FOR DEVELOPMENT)<sup>106</sup>

Element of the SEA Directive Requirements that this section seeks to meet:

- The likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soils, water, climatic factors, material assets, cultural heritage, including architectural and archaeological heritage, landscape and the interrelationships between the above factors (Annex 1 f);
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme (Annex 1 g);
- An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken and any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information (Annex 1 h).

4.2.1 This section of the SA Report, sets out the Council's approach to its review of the Sustainable Development Strategy for the Cambridge area. This work was undertaken by Cambridge City Council, working jointly with South Cambridgeshire District Council and has been reviewed by independent consultants ENVIRON. It also includes a high level assessment of the range of broad locations available for growth. A summary of this work was included within URS' Appraisal of the Cambridge Local Plan 2014 – Proposed Submission (July 2013), while the main document was included within the Statement of Consultation and Audit Trails (June 2013), which was published alongside the Proposed Submission consultation.

4.2.2 Cambridge City Council and South Cambridgeshire District Council are updating their Local Plans for the Cambridge area up to 2031.

4.2.3 The existing development plans for the area are the Cambridge Local Plan (adopted 2006) and the South Cambridgeshire Local Development Framework (adopted between 2007 and 2010). They include a development strategy based on a sustainable development sequence focusing development on Cambridge, sites on the edge of Cambridge brought forward through a review of the Green Belt, a new town (Northstowe), and limited development in better served villages.

4.2.4 The updated local plans extend the plan period to 2031, and consider development needs for this period, and how they should be addressed. This appraisal considers

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<sup>106</sup> Taken from Cambridge City Council and South Cambridgeshire District Council (Jan 2013) Issues and Options 2. Part 1 – Joint Consultation on Development Strategy and Site Options on the Edge of Cambridge, Interim Sustainability Appraisal and Cambridge City Council and South Cambridgeshire District Council (2013) Reviewing the Sustainable Development Strategy for the Cambridge Area.

the evolution of the development strategy for the Cambridge area, and how the preferred approach was identified.

4.2.5 It includes the following:

- The current Development Strategy for Cambridgeshire – how the existing strategy for development in the Cambridge area was developed;
- Continuing a Sustainable Development Strategy – considerations regarding how the strategy could be moved forward to 2031;
- Considering options for a new Development Strategy – how strategy options were considered through the Issues and Options process;
- Existing Housing Supply – details the existing supply of sites with planning permission or existing allocations, and how they relate to the development hierarchy;
- Identifying New Site Options – how site options for testing were identified, how they were tested through the SA process and how reasonable alternative allocations were distinguished from rejected options; and
- Identification of the proposed Development Strategy.

#### **The Current Development Strategy for the Cambridge area**

4.2.6 Whilst regional and structure plans are no longer produced, throughout the plan making process Cambridge City Council has worked closely with South Cambridgeshire District Council. There is a strong interaction between the two administrative areas. South Cambridgeshire encircles Cambridge and many residents of the district look to the city for services and jobs.

4.2.7 The current development strategy for the Cambridge area stems as far back as 1999, from the work undertaken by Cambridge Futures, which influenced the 2000 Regional Plan for East Anglia and the 2003 Cambridgeshire and Peterborough Structure Plan. Prior to that date, development in Cambridge had been constrained by the Green Belt. One of the effects of this constraint was that housing development which would have taken place in Cambridge was dispersed to towns and villages beyond the outer boundary of the Green Belt, with people commuting back to jobs in Cambridge contributing to congestion, greenhouse gas emissions, air quality problems and other quality of life issues. The change in the strategy introduced in the 2003 Cambridgeshire Structure Plan recognised that significant change in the approach to the planning of the city was required in order to help redress the imbalance between homes and jobs in, and close to, Cambridge, whilst ensuring that the special qualities of Cambridge and the surrounding areas which are protected by Green Belt are maintained. It also needed to provide for the long-term growth of the University of Cambridge and Addenbrooke's Hospital, whilst minimising increases in congestion on radial routes into the city.

4.2.8 The existing Cambridge Local Plan (2006) and South Cambridgeshire Local Development Framework (adopted between 2007 and 2010) introduced a step change in levels of planned growth, unmatched since the interwar years. This was consistent with the agreed development strategy for the Cambridge area set out in

the 2003 Cambridgeshire and Peterborough Structure Plan. The Plans released significant land from the Cambridge Green Belt and allocated a number of urban extensions to the city in the south, north west, north east and east of the city.

4.2.9 The strategy in the Cambridgeshire and Peterborough Structure Plan 2003 and carried into the two Council's current plans aims to focus development according to a sustainable development sequence.

4.2.10 Current Development Sequence:

1. Within the urban area of Cambridge;
2. On the edge of Cambridge;
3. In the new town of Northstowe;
4. At the market towns in neighbouring districts and in the better served villages.

4.2.11 The Cambridgeshire Structure Plan envisaged the following approach to development following this sequence:

<b>Structure Plan 2003 Development Sequence</b>	<b>Cambridge only</b>	<b>South Cambs Only</b>	<b>Cambridge and South Cambs</b>	<b>%</b>
Cambridge	6,500	2,400	8,900	27
Edge of Cambridge	6,000	2,000	8,000	25
New settlement(s)		6,000	6,000	18
Villages		9,600	9,600	30
<b>TOTAL 1999 to 2016</b>	<b>12,500</b>	<b>20,000</b>	<b>32,500</b>	

4.2.12 The 2003 Structure Plan identified broad locations to be released from the Green Belt on the edge of Cambridge, which had been identified in Green Belt reviews as having less significance in terms of the purposes of the Cambridge Green Belt. The only exception was land in north west Cambridge to meet the long term development needs of Cambridge University given its international significance. The strategy was put into effect through the Cambridge Local Plan, the South Cambridgeshire Local Development Framework, and the joint Area Action Plans for North West Cambridge and Cambridge East. All of these plans were subject to extensive periods of public consultation and examination by planning inspectors. The strategy was endorsed and included in the East of England Plan 2008. Significant progress is being made on the growth sites identified in the Councils' current plans, although progress was slowed just as sites were coming forward due to the effects of the recession when it took hold in 2008. However, almost all sites are now progressing well and are either under construction, with planning permission or at pre-application discussion stage.

4.2.13 At the heart of the strategy established in 2003 was the review of the Cambridge Green Belt which released land for a total of around 22,000 homes, of which some

10,000 to 12,000 were to be built at Cambridge East in both Cambridge and South Cambridgeshire. This included development that would take place beyond 2016 where it required relocation of Cambridge Airport. In 2009, the landowner – Marshalls of Cambridge – advised that Cambridge Airport would not be made available in this plan period at least, as an appropriate relocation site could not be found. This means that the major development opportunities at Cambridge East cannot be part of the development strategy in the new Local Plans, and so the full implementation of the current development strategy cannot take place in the plan period to 2031. Marshalls has recently announced a renewed intention to develop the allocated sites north of Newmarket Road for around 1,200 homes with a planning application expected in 2013 and development north of Cherry Hinton in both Councils' areas following later which the Councils consider could provide around 500 homes.

### **Continuing a Sustainable Development Strategy**

- 4.2.14 Throughout the preparation of the existing plans, there was strong local acknowledgement of the growing need for future growth to follow a more sustainable spatial pattern of development in the Cambridge area to help mitigate commuting by car to jobs in and close to Cambridge and the resulting congestion and emissions, this included traffic restraint through the introduction of a congestion charge which was subsequently rejected.
- 4.2.15 As part of the review of the Regional Spatial Strategy (RSS) for the East of England, the Cambridgeshire authorities commissioned consultants to prepare the Cambridgeshire Development Study. The study was completed in 2009 and looked at how well the existing development strategy was working, forecasts for economic growth, taking account of the beginning of the downturn and how the strategy could be developed if further growth was needed.
- 4.2.16 The study identified a range of challenges for growth beyond the current development strategy. These included that significant additional expansion to Cambridge (where the economy is strongest) would impact on the integrity of the Green Belt and the concept of Cambridge as a compact city. The study also concluded that without deliverable solutions for transport and land supply, Cambridge centred growth would be difficult to achieve, and would require a fundamental step change in traffic management and travel behaviour.
- 4.2.17 The study recommended a spatial strategy for Cambridgeshire that was based on delivering the current strategy with further balanced expansion through regeneration in selected market towns, and focussed on making best use of existing infrastructure. However, it did indicate that some additional growth could be located on the edge of Cambridge incorporating a limited review of the Green Belt boundary, in the long term. The key objective of the strategy was to locate homes close to Cambridge or other main employment centres, avoiding dispersed development, and ensuring that travel by sustainable modes is maximised through connections focussing on improved public transport and reducing the need to travel.

- 4.2.18 For the review of the development plans the Councils have considered whether the current strategy remains the most appropriate development strategy to 2031, or whether an alternative would be more suitable as a result of current circumstances. The interrelationship between Cambridge and South Cambridgeshire means that decisions cannot be taken in isolation and the future approach needs to remain joined up, as it has been in the past. This is also now a requirement on the authorities under the Duty to Cooperate introduced by the Localism Act 2011. On the whole, South Cambridgeshire looks towards Cambridge in functional terms whilst Cambridge is affected by a tight administrative boundary and surrounding Green Belt, and therefore any decision relating to the spatial strategy in South Cambridgeshire is likely to have an impact on Cambridge and vice versa.
- 4.2.19 The Councils have reviewed jointly how far the current sustainable development strategy has progressed, what evidence there is that it is achieving its original objectives and what a new sustainable development strategy looks like in view of changes in economic and other circumstances since the current strategy was adopted. It must balance the three strands of sustainability – economic, social, and environmental.
- 4.2.20 For plan making, Councils are required to positively seek opportunities to meet the objectively assessed development needs of their area in a flexible way, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 4.2.21 Where Green Belts are defined, they should only be altered in exceptional circumstances when preparing a Local Plan. When reviewing Green Belt boundaries, Councils are required to take account of the need to promote sustainable development and consider the consequences for sustainable development of channelling development towards urban areas within Green Belt, to villages inset within the Green Belt and to locations beyond the Green Belt.
- 4.2.22 This sets a considerable challenge for the Cambridge area, in the context of:
- A strong and growing economy;
  - The need for new homes to support the jobs and the aim to provide as many of those new homes as close to the new jobs as possible to minimise commuting and the harmful effects for the environment, climate change and quality of life that it brings, and
  - A tightly drawn Green Belt to protect the unique character of Cambridge as a compact, dynamic city, with a thriving historic centre, to maintain and enhance the quality of its setting, and to prevent it merging with the ring of necklace villages, that helps underpin the quality of life and place in Cambridge, fundamental to economic success.
- 4.2.23 Achieving an appropriate balance between these competing arms of sustainable development is a key objective of the development strategy for the new Local Plans.

Note: The amount of development that should be planned for is addressed separately in Sections 4.3 and 4.5 of this SA Report.

### **Sustainable Development Strategy Review**

- 4.2.24 The current sustainable development strategy was extensively scrutinised and challenged during its evolution through the regional plan and structure plan into the Cambridge Local Plan and South Cambridgeshire Local Development Framework (LDF). Independent planning inspectors confirmed it as the most sustainable development strategy for the two Districts to 2016 and beyond.
- 4.2.25 Moving forward into the new Local Plans and having regard to the new Duty to Co-operate, the recently established Cambridgeshire Joint Strategy Unit has worked with the Councils to carry out a further review of the sustainable development strategy for the two Councils' areas. Overall, the Cambridge and South Cambridgeshire Sustainable Development Strategy Review document concludes that the development strategy in the Cambridge Local Plan and the South Cambridgeshire LDF remains the most sustainable for the two areas, subject to striking the right balance between meeting the needs and demands for new homes and jobs, with environmental, infrastructure and quality of life factors. The most sustainable locations for development are within and on the edge of Cambridge and then in one or more new settlements close to Cambridge, which are connected to the city by high quality public transport and other non-car modes. Development in market towns (outside Cambridge and South Cambridgeshire) scores broadly similar to new settlements although travel distances are much further making non-car modes potentially less attractive than new settlements. Development in villages is the least sustainable option and only appropriate in the larger better served villages with good quality public transport.
- 4.2.26 The review concluded that in addition to the key sustainability considerations of proximity to employment, services and facilities and access to good public transport, the central themes that emerge from this broad assessment are:
- The need to have regard to the scale of development that is planned at different locations, not least to ensure that development allocations do not undermine the delivery of the existing sustainable development strategy and lead to a return to unsustainable patterns of development;
  - Overall delivery implications and timescales.
- 4.2.27 Whilst the new Local Plans need to add some supply to the significant existing supply of housing, planning permission already exists for more employment development than is forecasted by 2031. Whatever decisions are made on supplying additional houses, jobs growth will continue. The challenge will be to develop Local Plans that deliver a sustainable development strategy that balances employment growth with good quality and deliverable travel options with short journey times for the key locations for new and existing homes. Consideration also needs to be given to the special character of Cambridge and quality of life for existing and future residents.

4.2.28 In its National Planning Policy Framework (NPPF), the Government carries forward the advice from earlier Planning Policy Statements that, when drawing up or reviewing Green Belt boundaries, local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary. As part of preparing new Local Plans and given the change in circumstances since the current development strategy was agreed, it was therefore considered appropriate to look again at the inner Cambridge Green Belt boundary in order to establish whether there were any more options for development that should be consulted on.

### **Considering Options for a new Development Strategy**

4.2.29 The Issues and Options consultations sought comments on whether the current development strategy remains the soundest basis for development in Cambridge and South Cambridgeshire for the period to 2031.

### ***Cambridge***

4.2.30 The Cambridge Issues and Options Report 2012 focussed on the City Council's area by assessing options for continued development within the urban area as well as exploring whether there should be further development on the edge of Cambridge in the Green Belt. This included:

- Whether there should be more development than is already committed in the 2006 Local Plan on the edge of Cambridge?
- Should more land be released from the Green Belt?
- If so, where should this be? Ten broad locations around Cambridge were included in the consultation document.
- Whether there were any other approaches that should be considered at this stage?

4.2.31 The strategic option of development within the urban area of Cambridge and the ten broad locations around Cambridge were subject to appraisal as part of the Interim SA Report produced by URS Limited and made available for consultation alongside the Issues and Options Report in the summer of 2012. The outcome of this appraisal is provided in Table 4.1 below.

4.2.32 There was also strong acknowledgement of the good progress that is being made towards implementing the current strategy, with development progressing on fringe sites on the edge of Cambridge.

**Table 4.1:** SA of the Broad Locations for Future Development to inform the Development Strategy<sup>107</sup>  
 (For a description of the symbols used within this table, see section 4.3 of this report)

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
09	Development within the Urban Area of Cambridge	↘	↘	?	↔	↔	↔	↗	↗	↗	↗	↗	↗	↗	<p>This Strategic Option has a mix of impacts in terms of sustainability. Prioritising development within the urban centre through developing vacant or buildings that are likely to be vacant in the future, commercial buildings and garages will protect the distinctive setting of Cambridge through safeguarding the Green Belt and the associated biodiversity on the Green Belt. Redevelopment of sites may therefore have positive effects on landscape, townscape and cultural heritage.</p> <p>However, the scale of potential development within the urban area is severely constrained and if development is just focussed here the impact on the levels of deprivation will be minimal and it will hinder the competitiveness of the economy.</p>
10	Broad Location 1: Land to the North & South of Barton Road	↗	↗	↘	↔	↘	↔	↘	↘	↔	↔	↔	↔	↘	<p>On balance this option will contribute positively to community and well-being as it has the potential capacity for between 2,000 and 3,000 dwellings within the City Council boundary, which will include affordable houses. The provision of public facilities and community uses should also have a positive impact on both the new residents and the existing residents within the area, while the inclusion of employment and retail uses within the development will support</p>

<sup>107</sup> URS (May 2012). The Cambridge Local Plan Interim SA Report

															<p>local employment.</p> <p>The development would not necessarily capitalise on the opportunity to discourage private car use as it is not close to existing public transport infrastructure. Furthermore the location of the development could lead to increased congestion on the M11 at J12. The provision of appropriate public transport and cycling/pedestrian facilities could mitigate this impact.</p> <p>Small parts of the proposed development land are within flood zones 2 and 3 and may lead to increased flood risk both for the site and for the surrounding areas.</p> <p>The development of the land to the North and South of Barton Road would have a significant adverse effect on the landscape and townscape of Cambridge through obstructing the view of the historic core of Cambridge from the west and impacting on the setting of the city within the wider landscape. The area is identified as of “very high” importance in terms of the Green Belt.</p> <p>In terms of the priorities identified for West Cambridge in the SA Scoping Report, the development is likely to have a negative impact through reducing access to open space and impacting on the Green Belt setting.</p>
11	Broad Location 2: Playing Fields off Granchester Road Newnham	?	?	?	↔	↘	↔	↘	↘	↔	↔	↘	↔	↘	<p>On balance this option will contribute positively to community and well-being as it has the potential capacity for between 450 and 700 dwellings within the City Council boundary, which will include affordable houses. The provision of social infrastructure is uncertain and the removal of open space may have a negative impact on existing residents.</p> <p>Given the current contribution of the site to alleviating the risk of flooding to the surrounding area, it is likely that this Option would have negative impacts on flood risk.</p> <p>The site is designated as of high or medium value in terms of the Green Belt and the open space is important in providing views of the historic centre and contributing to the setting of Cambridge. Furthermore, the hedgerows and river meadows are important for wildlife. They form part of the green</p>

															<p>network, which is important in terms of biodiversity and adaptation to climate change. The development is therefore likely to have negative impacts on biodiversity, green infrastructure, landscape and townscape.</p> <p>The proposed development is on the border of the West and South functional areas within Cambridge. It is likely to have a negative impact on the priorities identified for these areas in the SA Scoping Report. Namely, it is unlikely to maintain and enhance open space or address flood risk.</p>
<b>12</b>	Broad Location No. 3: Land West of Trumpington Road	?	?	?	↔	↘	↔	↘	↘	↔	↔	↘	↔	↔	<p>On balance this option will contribute positively to community and well-being as it has the potential capacity for between 1,000 and 1,500 dwellings within the City Council boundary, which will include affordable houses. The provision of social infrastructure is uncertain and the removal of open space may have a negative impact on existing residents.</p> <p>The development of the site is likely to have significant adverse impacts on wildlife sites and green/blue corridors, including on areas of woodland, and on the landscape and setting of Cambridge. The site currently provides an important and attractive rural setting for the historic core and provides an important green corridor running into the city centre.</p> <p>The development may also impact on the Conservation Area in the northern part of the broad location and therefore have an adverse impact on cultural heritage.</p> <p>The sports ground to the north of the site might have greater potential for development given the fact that it is well screened. However, the negative impacts associated with loss of public open space, biodiversity and green infrastructure may be significant.</p> <p>In terms of the priorities identified for South Cambridge in the SA Scoping Report, the development is likely to have a negative impact on balance. This is due to the potentially adverse impact on open space and the conservation area.</p>
<b>13</b>	Broad Location 4: Land west of	↗	↗	?	↔	↔	↔	↘	↘	↔	↔	↘	↔	↔	<p>This option would have a limited positive impact on communities and well-being as it has a capacity for between 110 and 160 dwellings within the City</p>

	Hauxton Road												<p>Council boundary, which would include the provision of affordable houses. The proposal to incorporate a community stadium and sports village might provide additional benefits for the local economy and a resource for the local community. A potential negative impact however is the proximity of the development to the M11, which may have impacts in terms of air quality for the residents</p> <p>The development of the site is likely to have negative impacts on landscape, townscape and cultural heritage due to the proximity to the Romano-British scheduled monument and the importance of the site as a setting for the city. Development on this site would also replace arable land uses and may have negative impacts on farmland birds and other biodiversity.</p> <p>The impact on the priorities identified for South Cambridge in the SA Scoping Report is neutral, with the exception of the removal of open space which is considered to have a negative impact.</p>
14	Broad Location 5: Land South of Addenbrookes Road	↗	↗	?	↔	↘	↔	↘	↘	↔	↔	↘	<p>The proposal to include social infrastructure as well as potential capacity for between 750 and 1,150 dwellings including affordable housing means that the development is overall likely to have a positive impact on communities and well-being. A potential negative impact however is the proximity of the development to the M11, which may have impacts in terms of air quality for the residents.</p> <p>The situation of the proposed development on higher ground has a number of negative implications, including changing the townscape of Cambridge and the view of the town from the south and also potentially in terms of increasing surface water flood risk in surrounding areas.</p> <p>The removal of arable farmland, including the mature hedgerows is likely to have negative impacts on biodiversity and wildlife corridors. Development may also have negative impacts on the River Cam to the south of the site, which is an important green/blue corridor.</p> <p>Part of the area is within flood zones 2 and 3 and development may therefore lead to an increased risk of flooding both on the site and in the surrounding</p>

															<p>areas. The development may also impact on a scheduled monument which is situated in part of the site.</p> <p>The development will not address the priorities identified for South Cambridge in the SA Scoping Report, which include a need to address flood risk and deprivation in the eastern part of the functional area and maintain and enhance open space.</p>
15	Broad Location 6: Land South of Addenbrooke's and Southwest of Babraham Road	↗	↔	?	?	?	?	↘	↘	↔	↔	?	↔	↔	<p>This Option will still help contribute to the delivery of much needed additional housing, as it has the potential capacity for between 900 and 1,400 dwellings within the City boundary, which would include affordable housing. The extent to which this Option would enhance community leisure and open space provision for new residents is not known and would depend on whether the site is purely residential or mixed use. It is unlikely that the site would support a new school or significant local facilities. As a result residents would need to travel to access such facilities which would place greater pressure on local transport infrastructure. However development could help to catalyse improved public transport in this area and help encourage greater use of public transport and walking/cycling. Existing reasonable public transport services and the presence of the park and ride could be improved to support any development.</p> <p>Development on this site could result in significant impacts on landscape and townscape issues. The site is identified as high value in terms of the importance of the setting of the City and Green Belt purposes and the site currently helps to clearly define the urban edge of the City.</p> <p>It is likely that development on this site would lead to adverse effects on biodiversity and result in the loss of green infrastructure. Development at this site is likely to affect adjacent nature conservation designations and its 'ribbon nature' could affect existing wildlife corridors along existing hedgerows, drainage ditches and tree belts.</p>
16	Broad Location No. 7: Land between	↗	↗	↘	?	?	?	↘	↘	?	↔	?	?	↔	<p>On balance this Option should contribute positively to the Community and Well-being topic as there is potential capacity for between 3,000 and 4,600</p>

	Babraham Road & Fulbourn Road																					<p>dwelling within the City Council boundary. Specifically, it will increase the delivery of affordable housing. However, the success of development in this area will be dependent on the timely provision of associated infrastructure such as schools and other community services; and the development's integration with existing protected open spaces and the wider landscape.</p> <p>It is likely that this development will lead to significant increase in daily trips and impacts on the local road and public transport network. The extent to which new residents use more sustainable transport modes will depend on the quality and frequency of services provided and provision of safe cycling and walking routes. Currently, most of the area is over 400m from the nearest bus stop.</p> <p>This Option is likely to result in significant effects on the wider landscape and setting of Cambridge. Areas of the site are categorised as medium to very high in terms of importance to the setting of the City. Views from the area are mostly elevated providing vistas over the City; also, the site is likely to be visible from southern parts of the City. The site currently performs an important role in helping define the urban edge of the City and this function would likely be lost. Areas of archaeological interest are also identified nearby but it is likely that impacts on these could be mitigated.</p> <p>This Option is likely to result in significant effects on key issues relating to biodiversity and green infrastructure. Notwithstanding the Grade 2 &amp; 3 agricultural land status, the site is located adjacent to two Country Wildlife Sites. Furthermore, the site is located on relatively high ground and development could potentially result in increased surface water runoff and an increased risk of flooding to adjacent communities.</p> <p>It is unclear at this stage whether development on this site would result in any significant environmental effects in South, or nearby, East Cambridge areas, as identified in the SA Scoping Report. While development could facilitate the achievement of successful new communities and help address deprivation issues in these areas there is still the potential for impacts relating to flooding, transport and open space provision that would need to be carefully mitigated.</p>
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<b>17</b> <b>18</b> <b>19</b>	Broad Locations 8, 9 and 10														These broad locations fall entirely within South Cambridgeshire District Council area, and will be assessed by their SA.
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### ***South Cambridgeshire***

- 4.2.33 The South Cambridgeshire Issues and Options 2012 consultation included a question on how the sustainable development strategy should be taken forward.
- 4.2.34 It explained that any development strategy for South Cambridgeshire needs to recognise the links with Cambridge, particularly in terms of providing employment to support the successful economy of Cambridge and South Cambridgeshire, and housing to provide opportunities for the workforce, both existing and new, to live close to where they work. As with the current strategy, the updated Local Plan is likely to need to be a combination of sites at different stages in the sequence in order to meet housing targets and in particular some village housing developments to provide a 5-year supply, given the long lead in time for new major developments which would realistically only start to deliver later in the plan period.
- 4.2.35 The options for the development strategy consulted on that lie within South Cambridgeshire were to:
- Focus on providing more development on the edge of Cambridge, in part to replace Cambridge East, through a further review of the Green Belt.
  - Focus on providing more development through one or more new settlements, of sufficient size to provide sustainable development, including provision of a secondary school, and with good public transport links to Cambridge.
  - Focus on providing development at the more sustainable villages that have the best levels of services and facilities and accessibility by public transport and cycle to Cambridge or, to a lesser extent, a market town.
  - A combination of the above.

### ***Cambridge and South Cambridgeshire***

- 4.2.36 Through the joint consultation in 2013, the Councils sought views on the appropriate balance between protecting land on the edge of Cambridge that is of high significance to Green Belt purposes, and delivering development away from Cambridge in new settlements and at better served villages.
- 4.2.37 The majority of representations were that the Green Belt should be protected from further development. Development should be concentrated in new settlements and better served villages, to reduce congestion and avoid pressure on village infrastructure. Further urban extensions received a more limited level of support.

### ***The Sustainability Appraisal of Strategic Approaches***

- 4.2.38 The Sustainability Appraisal process has also been a key element of considering the relative merits of different strategic approaches.
- 4.2.39 Building on the Sustainability Appraisals supporting each of the Issues and Options consultations, Table 4.2 below presents a high level assessment of the sustainability implications of focussing on different stages of the development sequence

(Cambridge Urban Area, Edge of Cambridge, New Settlements, more sustainable villages, and less sustainable villages). This provides an appraisal of strategic options and actual impacts on many objectives would depend on specific site options identified for development, and therefore these are more appropriately explored in section 4.4 of this SA Report. The appraisal, detailed in Table 4.2 and paragraphs 4.2.44 to 4.2.55, is structured around the South Cambridgeshire sustainability objectives, established through the South Cambridgeshire Sustainability Appraisal Scoping Report. The linkages to the Cambridge SA Framework (see Table 3.1 of this SA Report) have been considered, and the relationships between the sustainability objectives are detailed below in Table 4.3.

- 4.2.40 In outline the benefits of utilising land within the urban area of Cambridge are the re-use of previously developed land and reducing the need for greenfield development. It also delivers housing closest to the highest concentration of jobs, services and facilities.
- 4.2.41 Development on the edge of Cambridge is the next closest option to the city, but would require the use of greenfield land in the Green Belt. The purposes of the Cambridge Green Belt recognise the qualities and importance of the area for the landscape and townscape setting of the City and surrounding villages. The Green Belt review has shown that significant additional development would be detrimental to these purposes.
- 4.2.42 New settlements offer the opportunity to focus development in a way that would support delivery of new services, facilities and employment to meet the needs of residents. Whilst there would still be travel to Cambridge they offer a higher degree of self-containment than more dispersed strategies. They would enable the delivery of focused transport improvements, to deliver a higher share of travel by sustainable modes than more distributed strategies, although they would also focus traffic into specific corridors.
- 4.2.43 Village based strategies would disperse growth. It may enable incremental improvements to existing services and transport, but would provide less focus for delivery of high quality services, and could put pressure on existing village services where expansion could be challenging. There would be less access to high quality public transport, and the modal share of travel by car would be higher.

**Table 4.2:** The sustainability implications of focussing development at different spatial locations (SA of the Development Strategy)

	1. Land	2. Waste	3. Air Quality and environmental pollution	4. Designated sites and protected species	5. Habitats and species	6. Access to wildlife and green spaces	7. Landscape and townscape character	8. Historic environment	9. Good spaces	10. Climate change mitigation	11. Climate change adaptation	12. Human health	13. Crime	14. Public open space	15. Housing	16. Inequalities	17. Services and facilities	18. Involvement	19. Economy	20. Access to work	21. Infrastructure	22. Sustainable travel	23. Transport infrastructure
Cambridge Urban Area	+++	~	~	~	~	~	+	~	~	~	~	~	~	~	~	~	+++	~	~	+++	+++	+++	+++
Edge of Cambridge	-	~	?	?	?	+++	--	-	~	~	~	~	~	~	~	~	+ / +++	~	~	+++	+++	+++	+++
New settlements	+	~	~	?	?	+++	--/?	~	~	+++/?	~	~	~	~	~	~	+ / +++	~	~	+++/?	+++	+ / +++	+++
More sustainable villages	-	~	~	?	?	+	-/?	~	~	~	-	~	~	~	~	~	+	~	~	+	+	-	-
Smaller less sustainable villages	-	~	~	?	?	+	-/?	~	~	~	~	~	~	~	~	~	--	~	~	--	-	--	--

<b>ASSESSMENT KEY:</b>	
<b>SYMBOL</b>	<b>LIKELY SIGNIFICANT EFFECT AGAINST THE SA OBJECTIVE</b>
+++	Potentially significant beneficial impact, option supports the objective
+	Option supports this objective although it may have only a minor beneficial impact
~	Option has no impact or effect is neutral insofar as the benefits and drawbacks appear equal and neither is considered significant
?	Uncertain or insufficient information on which to determine the assessment at this stage
-	Option appears to conflict with the objective and many result in adverse impacts
---	Potentially significant adverse impact, conflict with objective

***Summary of Appraisal of Stage 1 of the Development Strategy: Development within the existing urban area of Cambridge***

4.2.44 Development in Cambridge offers opportunities to re-use previously developed land, making use of the existing urban area, reducing the need to develop greenfield/agricultural land. Cambridge provides the highest concentration of jobs, and high order services and facilities in the Cambridge area, and as such placing residential development in the urban area would enable the closest access to these. With regards to air quality, the central area of the city is identified as an Air Quality Management Area (AQMA), and therefore further development could include placing further population in this area. However, development in the urban area has the best opportunity to support non-car modes of transport, and the compact nature of the city makes it particularly suitable for cycling in addition to walking.

***Summary of Appraisal of Stage 2 of the Development Strategy: Development on the Edge of Cambridge***

4.2.45 An edge of Cambridge focus would involve Green Belt development and loss of significant amounts of high grade agricultural land. The review of the Green Belt identified that it would not be possible to deliver significant additional development on the edge of Cambridge without significant detriment to the specific purposes of the Cambridge Green Belt. These purposes highlight the importance to the historic city of Cambridge of the quality of its setting as well as the usual role of Green Belts in preventing communities from merging with one another. The recent review of the Green Belt released large areas of less significance to Green Belt purposes, and the land that remains on the inner edge has become increasingly important.

4.2.46 Development on the edge of Cambridge could bring dwellings closer to the M11 or A14, areas of relatively poor air quality (with an AQMA on the A14). Major development has the potential to worsen air quality, although it would support greater use of non-car modes than more distributed patterns of development. Development near to busy routes would still add to congestion at peak times.

4.2.47 Green infrastructure opportunities would vary by site, but larger scale development could support delivery of significant open space of green infrastructure beyond the minimum required by policy.

***Summary of Appraisal of Stage 3 of the Development Strategy: New settlements***

4.2.48 A focus on new settlements could utilise previously developed land opportunities, such as former airfields or military barracks, although they would also be likely to still utilise significant areas of greenfield land. New settlements could incorporate significant public transport routes to Cambridge and new town and local centres as appropriate, to ensure that residents have convenient access to local services and facilities by walking, cycling and public transport. They have the potential to enable focussed investment in public transport and cycling infrastructure, delivering high quality services to provide a significantly higher modal share of travel by non-car modes than village based growth options. The greater distance from Cambridge would mean higher levels of car use (although significantly better than dispersed village based strategies), and it would result in focussed pressure on specific routes. This could have local air quality implications.

4.2.49 New settlements could be developed with a mix of uses with employment delivering jobs locally and their own services and facilities of higher order than smaller scale growth at existing villages. This could provide a degree of self-containment, by providing opportunities to live and work in the same place, however, the greatest concentration of jobs would remain in and close to Cambridge.

4.2.50 The scale and mixed use nature of new settlements offer specific opportunities for renewable energy based upon potential for combined heat and power.

4.2.51 Impact on landscape would depend on the site, but the scale of a new settlement means that impacts could be significant. Some sites were tested with more limited wider landscape impacts. Located outside the Green Belt, they would have a lesser impact on townscape, and the setting of Cambridge. Sites tested were all outside the Green Belt. New settlements could provide opportunity to deliver significant green infrastructure.

***Summary of Appraisal of Stage 4 of the Development Strategy: More sustainable villages***

- 4.2.52 A focus on the more sustainable villages would focus development on those villages where there is next access to local services and facilities and best public transport to access higher order services and facilities in Cambridge. However, comparatively villages offer a reduced range of opportunities and the need to travel would be greater than in other options.
- 4.2.53 There are likely to be significantly less opportunities to deliver sustainable transport than a Cambridge focussed or new settlement option, as spreading development around villages would be likely to deliver incremental improvements at best, rather than a focussed investment. Traffic impacts would be spread more around the district, but there would be a higher modal share for car use. Outside the Rural Centres, public transport services are generally limited in terms of frequency and journey time. Cycling opportunities would also be lower than other strategy approaches, as distances to Cambridge or market towns would be greater, and would often rely on rural roads rather than dedicated routes.
- 4.2.54 A distribution to smaller sites would have a more incremental impact on the landscape and townscape, but village expansions could negatively impact on village character. The most sustainable villages are inset into the Green Belt close to Cambridge. A village based option would require incremental improvement to village infrastructure. This could put pressure on existing village services and facilities, such as schools, doctors and utilities. A more distributed patterns of village development would provide no direct opportunities to deliver significant scale green infrastructure. In order to identify the quantity of sites required to deliver required levels of development through a village focus, it could require the use of some sites in flood zone 2.

***Summary of Appraisal of Stage 5 of the Development Strategy: Other identified villages***

- 4.2.55 Focussing more development into less sustainable villages (group and infill villages) would have significant adverse impacts on access to services and facilities, employment and sustainable transport. A village based strategy requiring development at lower levels of the village hierarchy would increase the proportion of growth at greater distances from major employment areas than other strategic approaches. In many cases public transport in smaller villages is extremely limited, and most lack any significant services and facilities, therefore increasing the journey length to access these.

**Table 4.3:** Relationship between South Cambridgeshire District Council sustainability objectives and Cambridge City Council’s sustainability objectives

<b>South Cambridgeshire Sustainability Objectives</b>		<b>Cambridge Sustainability Objectives /Themes</b>
LAND	1. Minimise the irreversible loss of undeveloped land, economic mineral reserves, productive agricultural holdings, and the degradation/loss of soils	1. Communities and well-being
	2. Minimise waste production and support the reuse and recycling of waste products	
POLLUTION	3. Improve air quality and minimise or mitigate against sources of environmental pollution	4. Water 1. Communities and well-being
BIODIVERSITY	4. Avoid damage to designated sites and protected species	8. Biodiversity and Green Infrastructure
	5. Maintain and enhance the range and viability of characteristic habitats and species	
	6. Improve opportunities for people to access and appreciate wildlife and green spaces	
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE	7. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	7. Landscape, Townscape and Cultural Heritage
	8. Avoid damage to areas and sites designated for their historic interest and protect their settings	
	9. Create places, spaces and buildings that work well, wear well and look good	
CLIMATE CHANGE	10. Minimise impacts on climate change (including greenhouse gas emissions)	6. Climate change mitigation and renewable energy
	11. Reduce vulnerability to future climate change effects	5. Flood risk including climate change adaptation
HEALTH	12. Maintain and enhance human health	1. Communities and well-being
	13. Reduce and prevent crime and reduce fear of crime	
	14. Improve the quantity and quality of publicly accessible open space	
HOUSING	15. Ensure everyone has access to decent, appropriate and affordable housing	

<b>South Cambridgeshire Sustainability Objectives</b>		<b>Cambridge Sustainability Objectives /Themes</b>
INCLUSIVE COMMUNITIES	16. Redress inequalities related to age, disability, gender, race, faith, location and income	
	17. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	
	18. Encourage and enable the active involvement of local people in community activities	
ECONOMIC ACTIVITY	19. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	2. Economy
	20. Help people gain access to satisfying work appropriate to their skills, potential and place of residence	
	21. Support appropriate investment in people, places, communications and other infrastructure	
TRANSPORT	22. Reduce the need to travel and promote more sustainable transport choices	3. Transport
	23. Secure appropriate investment and development in transport infrastructure and ensure the safety of the transport network	

## **Existing Housing Supply**

4.2.56 Notwithstanding the loss of a significant number of homes at Cambridge East, a significant supply of housing has already been identified through existing plans. This includes land with planning permission, and land that was identified and allocated in previous plans which remain available, suitable and deliverable, with these attributes being tested through Annual Monitoring Reports.

### ***Within Cambridge***

4.2.57 Since 2011, 280 homes have been built within the urban area of Cambridge. At the end of March 2013 there was an existing supply of 2,698 homes in Cambridge City Council's urban area of Cambridge either with planning permission or outstanding allocations. This excludes the major developments on the edge of Cambridge in the current Local Plan 2006, that are considered under the edge of Cambridge stage below. Orchard Park also forms part of the urban area of Cambridge, having been released in an earlier plan, although it lies within South Cambridgeshire. It is largely built, but a further 309 dwellings are expected to be built between 2011 and 2031. There is therefore a total existing supply of 3,287 homes within the urban area of Cambridge.

### ***On the edge of Cambridge***

4.2.58 Since 2011, 51 homes have been built at Trumpington Meadows and NIAB1. A further 11,310 new homes are already identified through the combined land released from the Green Belt in the Cambridge Local Plan 2006 and South Cambridgeshire LDF adopted between 2007 and 2010. This is a major part of the current development strategy and will remain so in the new Local Plans. After stalling at the beginning of the economic downturn, good progress in relation to the development of the fringe sites has been, and continues to be made. There is therefore a total existing supply of 11,361 homes on the edge of Cambridge.

### ***New settlements***

4.2.59 The new town of Northstowe is a key part of the current strategy. The town will comprise 9,500 dwellings in total, of which 5,965 are anticipated to come forward by 2031. Northstowe is located on the Guided Busway and will have good public transport links to Cambridge but at present the guided buses often get caught along with all other traffic on congested roads once they reach Cambridge. South Cambridgeshire District Council consulted on whether the reserve site at Northstowe should be allocated in the Local Plan but recognised that this would not increase the number of homes that could be built by 2031, but could provide flexibility in the way the town is built. It is not expected that the reserve land will increase the overall number of homes at Northstowe.

### ***Development at larger villages***

4.2.60 A total of 640 homes have been built in villages since 2011. There are outstanding commitments for 3,028 homes in the rural area as a whole as at end March 2012 and three site options that were subject to public consultation in the Issues and Options consultation of summer 2012 now have planning permission for a further 185 homes

***Total existing supply***

4.2.61 Cambridge has an existing supply of 10,437, divided between the urban area, and sites on the fringe of the city.

<b>CAMBRIDGE</b>	Completions and Committed Dwellings (March 2013)	Percentage of existing total supply
Cambridge Urban Area	2,978	29
Cambridge Fringe Sites	7,459	71
<b>TOTAL</b>	<b>10,437</b>	

4.2.62 The total existing supply for South Cambridgeshire accounts for 14,029 dwellings.

<b>SOUTH CAMBS</b>	Completions and Committed Dwellings (March 2013)	Percentage of existing total supply
Cambridge Urban Area	309	2
Cambridge Fringe Sites	3,902	28
New Settlements	5,965	43
Villages	3,853	27
<b>TOTAL</b>	<b>14,029</b>	

4.2.63 The combined total of existing supply of the two districts is shown in the table below.

<b>SOUTH CAMBS</b>	Completions and Committed Dwellings (March 2013)	Percentage of existing total supply
Cambridge Urban Area	309	2
Cambridge Fringe Sites	3,902	28
New Settlements	5,965	43
Villages	3,853	27
<b>TOTAL</b>	<b>14,029</b>	

- 4.2.64 The current commitments retain the Cambridge focus of the strategy originated in the Structure Plan, with around 60% in or on the edge of the city.
- 4.2.65 The objectively assessed housing needs identified in the Strategic Housing Market Assessment (SHMA), which the two Councils have committed to meeting in full within their own areas under a country-wide Memorandum of Cooperation, are 14,000 homes for Cambridge and 19,000 homes for South Cambridgeshire for the plan period 2011-2031.
- 4.2.66 A housing requirement of 14,000 dwellings for Cambridge, means the new Local Plan needs to accommodate an additional 3,563 dwellings on top of current supply. A housing requirement of 19,000 for South Cambridgeshire, means the new Local Plan needs to identify sites to accommodate a further 4,971 dwellings.
- 4.2.67 Both individually and in combination, the new local plans of both districts will be determining the location of around 25% of the total development planned in the sub region 2011 to 2031. Whatever the outcome of the strategy a significant focus on Cambridge will remain.

#### **Identifying New Site Options**

- 4.2.68 Both Councils have explored a range of site options that could meet the additional development requirements to 2031 through their Issues and Options consultations.

#### ***Cambridge***

- 4.2.69 Cambridge City Council has undertaken an extensive search for additional housing sites within the built-up area. This involved a Strategic Housing Land Availability Assessment (SHLAA) whereby the Council issued a general 'call for sites' to identify all possible sites that could accommodate housing development in the city as well as undertaking an extensive search for sites. Sites that were put forward were subject to a rigorous assessment leading to a shortlist of sites which could deliver an additional 2,060 homes. These sites were subject to public consultation in January 2013, including initial sustainability appraisal by Cambridge City Council, as considered further in Section 4.4 of this SA Report.

#### ***On the edge of Cambridge (Cambridge and South Cambridgeshire)***

- 4.2.70 The Green Belt surrounding Cambridge has been in place since the 1950s. Green Belt policy has maintained the setting and special character of Cambridge, avoided coalescence with the ring of villages closest to the city, protected the countryside from development and prevented urban sprawl. The result is that Cambridge remains a compact city, surrounded by attractive countryside and a ring of attractive villages to which there is easy access by foot and bicycle. The city centre is unusually close to open countryside, particularly to the west and south-west.

- 4.2.71 These characteristics are valued assets and significantly contribute to the character and attractiveness of the historic city and the wider Cambridge area, and the quality of life enjoyed here. The Green Belt around Cambridge has an inextricable relationship with the preservation of the character of the city, which is derived from the interplay between the historic centre, the suburbs around it and the rural setting that encircles it.
- 4.2.72 The National Planning Policy Framework (NPPF) states that the Government attaches great importance to Green Belts, with the fundamental aim of Green Belt policy being to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. The NPPF continues the five long established national purposes of including land within Green Belts as being to:
- To check the unrestricted sprawl of large built-up areas;
  - To prevent neighbouring towns merging into one another;
  - To assist in safeguarding the countryside from encroachment;
  - To preserve the setting and special character of historic towns; and
  - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 4.2.73 At the local level, the fourth bullet is of particular significance and the following purposes of the Cambridge Green Belt have been established in previous Local Plans:
- To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
  - To maintain and enhance the quality of its setting; and
  - To prevent communities in the environs of Cambridge from merging into one another and with the city.
- 4.2.74 Green Belt boundaries can only be established in Local Plans and according to the NPPF, once established they can only be altered in exceptional circumstances. The current inner Green Belt boundary has been established through the Cambridge Local Plan (2006) and South Cambridgeshire Local Development Framework (adopted between 2007 and 2010), including the Cambridge East Area Action Plan (2008) and North West Cambridge Area Action Plan (2009). The exceptional circumstances for establishing the Green Belt boundaries set out in existing plans came through the Cambridgeshire and Peterborough Structure Plan (2003), which sought to focus more growth close to Cambridge to increase the sustainability of development. The Structure Plan agreed broad locations where land should be released from the Green Belt.
- 4.2.75 In order to inform the current detailed Green Belt boundary, two important studies were undertaken. The first was the Inner Green Belt Boundary Study undertaken by Cambridge City Council in 2002 and the second was the Cambridge Green Belt Study by Landscape Design Associates for South Cambridgeshire District Council in September 2002.

- 4.2.76 The study for South Cambridgeshire District Council took a detailed look at the Green Belt around the east of Cambridge and a wider, more strategic look at the Green Belt elsewhere around the city, whilst the Inner Green Belt Boundary Study prepared by Cambridge City Council was carried out to specifically assist with identifying sites that could be released from the Green Belt for development close to Cambridge without significant harm to the purposes of the Green Belt including the setting of the city.
- 4.2.77 The City Council also commissioned a specific Green Belt study by Landscape Design Associates (2003) in relation to land West of Trumpington Road. This was a requirement of the Structure Plan (2003). This study concluded that there was no case for a Green Belt release concerning the land West of Trumpington Road, in that the land provides a rural setting of arable farmland and water meadows close to the historic core, which is not found elsewhere around Cambridge. A smaller area of land including school playing fields and the golf course was assessed for development within this broad location and it was concluded that these were attractive features in their own right which contribute positively to the quality of the landscape setting of Cambridge, and the quality of life for people within the city.
- 4.2.78 The current Green Belt boundary around the city was established with the expectation that its boundaries could endure to the end of the plan period of 2016 and beyond. However, circumstances have changed, and whilst good progress has been made towards achieving the current development strategy, with development of the fringes all underway with the exception of the Cambridge East airport site, the Councils do need to consider as part of preparing their new Local Plans whether there are exceptional circumstances for reviewing Green Belt boundaries again. In reviewing Green Belt boundaries, the NPPF requires local planning authorities to take account of the need to promote sustainable patterns of development, and with consideration given to the consequences for sustainable development of channelling development outwards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.
- 4.2.79 The Councils took a joined up approach in the Issues and Options consultations in Summer 2012 and asked whether there should be more development on the edge of Cambridge, if there should be more land released from the Green Belt, and if so, where should this be. Ten Broad Locations around the edge of Cambridge were consulted on to explore whether any had potential to be released from the Green Belt for housing. A summary of the views received is contained in the Site Assessments for Edge of Cambridge Sites evidence document. The ten broad locations were also subject to sustainability appraisal in the Initial Sustainability Appraisal (see Table 4.1 of this SA Report). Promoters of land on the edge of Cambridge through the Councils' respective SHLAA processes resubmitted their sites through the consultations.
- 4.2.80 To help inform the process in moving forward to identifying specific site options, the Councils carried out a joint review of the Inner Green Belt boundary. The purpose of the review was to provide an up to date evidence base for Councils' new Local Plans,

and help the Councils reach a view on whether there are specific areas of land that could be considered for release from the Green Belt and allocated for development to meet their identified needs without significant harm to Green Belt purposes.

- 4.2.81 The Inner Green Belt Study Review 2012 builds on the studies that were undertaken in 2002 and 2003 as well as the broad updated appraisal of the Inner Green Belt boundary that the City Council undertook in March 2012 to sit alongside its Issues and Options consultation (Summer 2012). The appraisal of the inner Green Belt boundary areas was undertaken against the backdrop of the most recent land releases and how those releases have affected the revised inner Green Belt boundary. The appraisal specifically reconsidered zones of land immediately adjacent to the city in terms of the principles and function of the Green Belt.
- 4.2.82 In summary, both steps have found that releases of land on the edge of the city through the current Local Plans are sound. However, as a consequence of the releases, the adjacent rural land surrounding these sites now has increased value for Green Belt purposes and to the setting of the city. This increase in value for Green Belt purposes comes from three considerations:
- New developed edges are being created on land released from the Green Belt by previous plans and these edges are moving the city further into its rural surroundings and therefore lessening the extent of the Green Belt;
  - The new edges are different from those previously seen on the edge of the city being more densely developed and usually higher and not so easily softened by vegetation; and
  - Views of the city will be foreshortened as the edge advances into the rural surroundings sometimes making the foreground noticeably more important for the setting of the city.
- 4.2.83 The work concluded that areas where the city is viewed from higher ground or generally has open aspects, or where the urban edge is close to the city centre are more sensitive and cannot accommodate change<sup>108</sup> easily. Areas of the city that have level views and where the edge has mixed foreground can sometimes accommodate change more easily. On a comparative basis these areas have a lesser importance to the setting of the city and to the purposes of Green Belt.
- 4.2.84 Given that the inner Green Belt boundary was looked at very closely only a decade ago it should not be unexpected that the new review has found that most of the inner Green Belt continues to be important for Green Belt purposes and specifically important to protect the setting and special character of Cambridge as a historic city.
- 4.2.85 The work also confirmed that in areas where changes to the city edge are currently envisaged and they are adjacent to important view-points such as motorways or elevated vantage points, there needs to be an appropriately sized area of land retained as Green Belt between any future urban edge and the view/vantage point

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<sup>108</sup> 'Change' means the introduction of a different features into the rural/agricultural landscape. This could be an electricity pylon, built development or even a biomass crop, but in this instance it is built development.

to still provide a green foreground setting to the city. This green foreground should be retained as Green Belt. This need is vital because development requires a minimum distance between it and the viewpoint to avoid a harmful effect on the setting of the city. This can be demonstrated on the northern edge of the city where development in places now abuts the A14 with no foreground between the viewpoint and the development. As a result, the development cannot be viewed in any sort of landscape context or setting making it appear severe and discordant.

- 4.2.86 Having thoroughly tested the inner Green Belt boundary, the Inner Green Belt Study Review 2012 found that there are a limited number of small sites, which are of lesser importance to Green Belt purposes. The review also concluded that the significant majority of the remaining Green Belt close to Cambridge is fundamentally important to the purpose of the Cambridge Green Belt and should not be developed. This is considered to be the tipping point, at which if you extend beyond this point for development, the Green Belt purposes and setting of the city are compromised. Any further significant development on the inner edge of the Green Belt would have significant implications for Green Belt purposes and fundamentally change Cambridge as a place. The 2012 study confirmed the conclusions of the Green Belt Study 2002 by Landscape Design Associates, that despite extensive development to the south-east, east and north of the historic core, the scale of the core relative to the whole is such that Cambridge still retains the character of a city focussed on its historic core. The findings of the study were incorporated into the technical assessments of potential site options.

***Identifying site options on the edge of Cambridge (See also Section 4.4 of this SA Report)***

- 4.2.87 Following the identification and testing of broad locations in the 2012 Issues and Options consultation, a long list of sites at the fringe of Cambridge was developed within these broad locations drawing on two sources: Developers' site boundaries received from the 'call for sites' for the Strategic Housing Land Availability Assessments (SHLAAs) carried out by both authorities and also pursued through the 2012 Issues and Options consultations; and additional sites identified through the 2012 Inner Green Belt Review as fulfilling Green Belt purposes to a lesser degree. This resulted in an initial list of 41 sites.
- 4.2.88 These sites were assessed utilising a site assessment pro forma, which was developed jointly to take into account both authorities' Sustainability Appraisal objectives. The pro forma was specifically developed to fully integrate the sustainability appraisal process into site assessment. The criteria in the pro forma take into account the social, environmental and economic sustainability themes and objectives identified in the Sustainability Appraisal Scoping Reports of both Councils. Ensuring that the criteria take into account the SA is the most effective way of ensuring that the SA is central to the appraisal of sites. In this way, the potential effects of bringing forward alternative sites for development can be thoroughly tested and compared. Consultants URS, who are carrying out the Sustainability Appraisal (SA) of the Cambridge Local Plan review, advised on the development of

the joint pro forma to ensure that it meets the requirements of SA and the Strategic Environmental Assessment (SEA) Directive. The pro forma also includes planning and deliverability criteria which do not directly relate to the SA, but are important in order to ensure that the Local Plans are deliverable.

- 4.2.89 The Joint Green Belt Site Assessment Pro forma can be found at Appendix 2 of this SA Report. For each criterion there is an explanation as to which of the Cambridge SA topics and South Cambridgeshire SA objectives it relates to. A traffic light system has been used to score the sites from 'red red' (a significant negative impact) to 'green green' (no impact or minor impact which can be mitigated). In most cases there were three potential scores (red, amber, green), but in some cases this was extended at either end to five categories to give a finer grained assessment. The grading range provides a means by which the relative sustainability of each site can be established in comparison with other sites.
- 4.2.90 The pro forma is split into two parts. The first part is a high level sieve (Level 1). It includes strategic considerations, including impact on the Green Belt, flood risk, national biodiversity and heritage designations. It also addresses key deliverability issues. This stage is effective for identifying issues that mean a site should be rejected.
- 4.2.91 Level 2 of the assessment considered a range of issues including accessibility to services and sustainable transport, pollution, historic environment and biodiversity. Although a number of sites were considered to merit rejection following the Level 1 assessment, they were also assessed by the Level 2 criteria in order to give the most comprehensive and robust assessment possible.
- 4.2.92 Map 2 and Appendix 1 in the Issues and Options 2, Part 1 – Joint Consultation of Development Strategy and Site Options on the Edge of Cambridge (November 2012) illustrate the site options tested. The completed pro formas for all of the sites assessed can be found in the ['Technical Background Document – Part 1'](#).
- 4.2.93 The individual site pro formas show how each site performs against the criteria that relate to the sustainability objectives.
- 4.2.94 In order to draw information together in an accessible form, and reach an overall conclusion on the merits of the sites assessed, key elements from the pro formas were combined in a series of summaries by broad location which enabled the most and least sustainable sites to be identified. These can be found in Appendix 3 of the Issues and Options 2 (2013) Part 1 document.
- 4.2.95 Following the assessment, 6 sites in the Green Belt on the edge of Cambridge were identified as being sites with development potential, albeit with some constraints or adverse impacts (with an overall score of amber). These include two housing sites, two employment sites, one site which could be developed for either housing or employment and one which could be potentially developed for housing, employment or a community stadium. Five of these sites are located to the south of

Cambridge and one is to the north of Cambridge. Four of the sites are within the Cambridge City Council boundary and two fall within South Cambridgeshire. These were subject to public consultation in the joint Issues and Options 2: Part 1 consultation in January 2013.

4.2.96 The other sites assessed have been rejected as options for development, due to either their significance to Green Belt purposes and/or for other reasons including planning constraints such as archaeological merit. Reasons for rejection are summarised in Appendix 3 of the Issues and Options 2: Part 1 document.

#### ***Identifying sites – the rest of South Cambridgeshire***

4.2.97 In order to identify reasonable site options, South Cambridgeshire District Council has drawn on its Strategic Housing Land Availability Assessment (SHLAA). The National Planning Policy Framework (NPPF) (March 2012) requires the preparation of Strategic Housing Land Availability Assessments (SHLAA), by local planning authorities, to establish realistic assumptions about the availability, suitability, and likely economic viability of land to meet the identified need for housing over the plan period. A 'Call for Sites' was issued in 2011, and nearly 300 site options with development potential were submitted and subject to testing.

4.2.98 Each of the sites was also subject to Sustainability Appraisal. This tested the impact of development on the 23 South Cambridgeshire Sustainability Objectives, identified through the sustainability appraisal scoping process. To assist in making this assessment quantifiable, measurable and transparent, and for direct comparison between sites to be made, the Site Assessment Matrix in appendix 2 of the Initial Sustainability Appraisal for South Cambridgeshire indicates how the impact of individual sites against each objective has been determined. For a number of objectives, quantifiable grading was identified to provide a means by which the relative sustainability of each site can be established in comparison with other sites.

4.2.99 In order to combine the results of the SHLAA and SA to assist plan making, a summary assessment that draws together the two assessments and reaches a view on the 'Sustainable Development Potential' of each site was prepared. Appendix 6 of the SHLAA document includes detailed assessments of all sites and can be viewed on South Cambridgeshire District Council's [website](#):

4.2.100 Annex 1 of the Initial Sustainability Appraisal Report 2012 for South Cambridgeshire includes detailed sustainability appraisals of all sites, and Annex 2 the summary assessment for each site.

4.2.101 The South Cambridgeshire SHLAA and Sustainability Assessments identify key constraints and considerations relating to potential development sites including suitability, availability and achievability. In order to draw information together in an accessible form, and reach an overall conclusion on the merits of the sites assessed, key elements from both assessments were combined in a series of settlement summaries which enable the most and least sustainable sites in each settlement to

be identified. This was collated in Annex 2 of the Initial Sustainability Appraisal Report 2012. These assessments explore issues in two groups, providing an assessment of the impact and its significance, using a similar mechanism to the SA of identifying a range from significant positive to significant negative impacts. The first group of issues comprises:

- Strategic considerations identified in the SHLAA – Identifies if a site is subject to any strategic considerations that have the potential to make the site unsuitable for development e.g. flood risk, impact on SSSI or Listed Buildings (reflects tier 1 of the SHLAA site assessment. Green Belt impact was drawn out separately).
- Green Belt – Sites in the Green Belt are identified by a negative score, sites outside as neutral. If it is in the Green Belt, impact on the function of the Green Belt was considered, and the scale of impact identified. The assessment included in the SHLAA utilised the LDA Green Belt Study 2002 to guide consideration. Green Belt as a matter of principle was NOT used as an exclusionary factor at this stage.
- SHLAA significant local considerations – Identifies if a site is subject to heritage, environmental and physical considerations, from tier 2 of the SHLAA Assessment (note landscape and townscape impact drawn out separately).
- Landscape and townscape impact – reflects the conclusions of the SHLAA and the Sustainability Appraisal.
- SHLAA site specific factors – Considers the availability and achievability of the site. If a site is scored as a significant negative, it is rejected, as it cannot be delivered.(Reflects tier 3 of the SHLAA assessment).
- Access to key local services, distance to key local services, accessibility by sustainable transport modes – draws on the Sustainability Appraisal to consider transport accessibility.

4.2.102 Each summary concludes with the ‘Sustainable Development Potential’. This draws on the SHLAA Assessment and the Sustainability Appraisal. It categorises sites as follows:

- More Sustainable Sites with Development Potential (few constraints or adverse impacts) GREEN
- Less sustainable but with development potential (some constraints or adverse impacts) AMBER
- Least Sustainable, with no significant development potential (significant constraints or adverse impacts) RED

4.2.103 The entries in the summary assessment sometimes represent a judgement about a number of separate criteria from the SHLAA and Sustainability Appraisal assessments and represent a balanced view of the overall performance of that site across a range of criteria.

4.2.104 The settlement summaries taken together with the full assessments allow for sites to be selected to meet a number of different options relating to the scale of growth and spatial development strategies. They have also helped to make the process and findings accessible for the public during the Issues and Options consultations.

4.2.105 Sites identified as 'Least Sustainable, with no significant development potential' have been rejected at this stage, because they are not considered reasonable options for development.

4.2.106 The approach to village sites has taken into account the village hierarchy, developed following a review of the sustainability of settlements (South Cambridgeshire Village Classification Report 2012), and included in the Spatial Strategy chapter of the Local Plan. This identifies Rural Centres as the most sustainable villages in the district, with the highest level of access to a combination of services, facilities, employment and public transport, providing services to a small rural hinterland. Minor Rural Centres are the next in the hierarchy, offering a lower level of services and facilities, but still more than smaller villages. Sites that were consulted on as potentially falling in a new category 'Better Served Group Villages' provide a lower level of services and facilities, but could be differentiated from Group villages, which only benefit from a low level of services but include a primary school. At the bottom of the hierarchy, infill villages do not have a primary school, and are generally the smallest villages in the District.

4.2.107 After reviewing the potential development sites, it was clear that sufficient sites could be identified as higher levels of the hierarchy, without relying on allocations in the smallest villages, which would lead to a dispersed pattern of development where the fewest services and facilities are available. Therefore sites at Group and Infill villages were not considered reasonable alternatives and were not consulted on, even if they scored Amber in the assessments. Such sites may be capable of development as windfalls or as rural affordable housing exception sites depending on their location and scale, but they would not reflect a sustainable form of development in the context of a district wide strategy and so have not been considered as options for development site allocations in the Local Plan.

### ***New settlements***

4.2.108 A total of 14 sites which would either deliver new standalone settlements, or expand existing new settlements, were tested through the SHLAA and Sustainability Appraisal process.

4.2.109 Five options were subsequently identified for consultation in Issues and Options 2012. The Strategic Reserve at Northstowe, identified in the current Local Development Framework, was identified, but is unlikely to deliver additional dwellings at Northstowe during the plan period and may simply help provide the planned 9,500 homes in a high quality form of development. Potential new settlements were identified at Waterbeach Barracks, with three different scale options identified. A new village at Bourn Airfield was also identified as an option.

4.2.110 New settlement options could deliver significant numbers of new homes but they have major infrastructure requirements, particularly in terms of transport

measures. High quality, sustainable transport solutions would be essential to minimise commuting by private car.

4.2.111 New settlements also require long lead in times before they can deliver homes on the ground and therefore could only provide homes for the second half of the plan period, although they would continue to provide housing beyond the plan period. A new town at Waterbeach Barracks may only deliver 1,400 dwellings during the plan period. A new village at Bourn Airfield may have greater potential to deliver in the plan period if appropriate.

### ***Larger, better served villages***

4.2.112 South Cambridgeshire District Council consulted in Issues and Options 2012 on site options that could deliver a total of 5,850 new homes on village sites. This included a strategic scale development at Cambourne.

4.2.113 In response to Issues and Options 2012 consultation, 58 new sites were submitted to the Council for consideration. Those in Group and Infill villages were not assessed, because they are the villages with limited services and facilities and the least sustainable locations for development. The 30 sites in identified Better Served Group Villages and above were assessed and 10 additional site options were identified for consultation in the Issues and Options 2 document. These sites could deliver an additional 1,245 new homes. This gives options for a total of 7,095 additional new homes at this lowest stage in the development sequence.

### **Public consultation**

4.2.114 Site options were subject to public consultation through the Issues and Options Consultations, including the joint consultation in January 2013.

4.2.115 Over 38,000 representations have been submitted to the councils in response to the two issues and options consultations that have taken place so far. Summaries of the representations, as well as the individual representations, are available to view on the Councils' websites.

4.2.116 The Councils have reviewed and considered the comments received, including Member Workshops for South Cambridgeshire Members and the Development Plan Scrutiny Sub-Committee for Cambridge City Council Members. The Councils have also considered a range of possible options that flow from the development strategy options and the site options consulted on and tested those through the SA process. They have also been tested through transport modelling and as the long list of site options has been narrowed down, key stakeholders have been asked again for their views on the emerging shortlist of sites to help further refine the preferred strategy and package of sites, such as the education authority.

4.2.117 As referred to earlier, the SA of the broad strategy options at Table 4.2 of this SA Report demonstrates that focusing development on Cambridge remains the most

sustainable location for additional development and the Cambridge SHLAA has identified 6,302 new homes through windfall sites or allocations within the urban area in the new Local Plan.

4.2.118 The edge of Cambridge is the next most sustainable location against a range of objectives for growth in the development sequence, but the SA identifies the importance of balancing the accessibility aspects of sustainable development and the environmental and social benefits it brings, with the significant harm to the landscape and setting environmental aspects of sustainability that development on land in the Green Belt would have, with the resulting irreversible adverse impacts on the special character and setting of Cambridge as a compact historic city and the risks that could have to the economic success of the Cambridge area, which is in part built on its attractiveness as a place to live and work. The detrimental impacts of further major development on the edge of Cambridge was demonstrated in the Inner Green Belt Study Review 2012 and major extensions to Cambridge were rejected as reasonable options and not consulted on in Issues and Options 2 in 2013. The assessment process identified six Green Belt sites as potential options for development and this limited refinement of the Green Belt would mean that Cambridge is able to meet its full objectively assessed needs within its administrative area. Results of consultation on the appropriate balance between edge of Cambridge or new settlements and better served villages was strongest to protect the Green Belt.

4.2.119 The effect of decisions on reasonable site options on the edge of Cambridge is to require development away from Cambridge to meet the remaining development needs of the wider Cambridge area. The SA of broad spatial options at Table 4.2 of this SA Report confirms earlier findings from the Regional Spatial Strategy review and Structure Plan that new settlements are the next most sustainable location for growth and that development at villages should be limited for sustainability reasons.

4.2.120 South Cambridgeshire's SHLAA and Initial Sustainability Report demonstrate that there are 2 new settlement options that can be considered for development in the new Local Plan: a new town at Waterbeach and a new village at Bourn Airfield. The other new settlement options put to the Council were rejected in the SHLAA and initial SA process. The 2 sites identified scored as Amber in the assessment largely because it is inevitable that such a major development will have some adverse impact on some aspects of sustainability, but it was considered that they would be capable of mitigation through carefully designed development proposals. The results of consultation supported concentration on new settlements rather than focus on edge of Cambridge due to Green Belt impacts

4.2.121 At the more sustainable village stage of the sequence, South Cambridgeshire consulted on a range of housing site options across the district. The largest of these was a major extension to Cambourne, through a fourth linked village to the west of the existing village. The results of consultation offered some support to better served villages, although to a lesser extent than new settlements.

## **Consideration of alternative packages of sites**

4.2.122 The Councils have followed an iterative process of developing the preferred strategy.

4.2.123 For Cambridge, the level of objectively assessed need is such that all reasonable options have needed to be included in the Local Plan and Cambridge City Council does not consider that any reasonable alternatives exist for meeting need beyond this, in view of the outcome of work to consider potential for Green Belt review.

4.2.124 For South Cambridgeshire, having jointly reached the view on the edge of Cambridge, the options available are around the number of new settlements identified in the new Local Plan, the possible timing and level of delivery that could be secured in the plan period from those sites, whether to include a major expansion of the previously established new village of Cambourne, and the implications for level of village provision that would need to be made and identifying the best available sites in the better served villages.

4.2.125 Important issues for shortlisting the preferred village sites included:

- providing homes close to the jobs in and around Cambridge,
- providing homes close to the jobs south of Cambridge in view of the predominance of new housing in villages to the north over many years and substantial jobs growth in the south,
- focus on more sustainable villages with high quality public transport links to Cambridge,
- making best use of brownfield land,
- avoid green spaces, and areas of flood risk,
- sites with parish council and local support.

4.2.126 A range of options around the new settlement options, major expansion of Cambourne and the best available sites at villages have been identified and tested through SA, to consider the relative impact of different development packages. This included looking at different levels of growth at some of the site options to minimise adverse impacts and secure the most sustainable form of development. Details are included in Part 3 Appendix 4 of South Cambridgeshire's Sustainability Appraisal<sup>109</sup>.

### **The Revised Development Strategy**

4.2.127 The Councils are now at the stage of identifying the preferred package of housing sites to include in their Local Plans to meet their identified objectively assessed needs. Given the significant level of supply from each Council's current

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<sup>109</sup> South Cambridgeshire Local Plan Submission Draft Sustainability Appraisal. Appendix 4: Appraisal of Alternatives Site Packages

plans of 10,400 for Cambridge and 14,000 for South Cambridgeshire, the Councils need to allocate land for a further 3,600 and 5,000 homes respectively.

4.2.128 Cambridge City Council has identified sites for 3,324 new homes through new allocations and windfall development in the urban area of Cambridge. In addition, land north and south of Worts Causeway is proposed to be removed from the Green Belt and allocated for housing to deliver 430 dwellings. This would enable the City Council to meet its full identified housing needs within its administrative area.

4.2.129 It is also proposed to allocate the 3 sites on Fulbourn Road close to ARM for employment, 2 in Cambridge City Council's area and 1 in South Cambridgeshire.

4.2.130 A small expansion of the existing NIAB2 housing site in South Cambridgeshire between Huntingdon and Histon roads is also proposed, although this would not increase the overall number of homes currently planned but instead provide more room to ensure a high quality development. It is not proposed to include employment on the site so that there is sufficient room for the supporting infrastructure necessary for the housing development to retain a green foreground to Cambridge Road.

4.2.131 Strategic options for new development in South Cambridgeshire focus on new settlements and previously established new settlements, with new allocations for:

- New town at Waterbeach Barracks – 8,000 homes, 1,400 of which by 2031.
- New village at Bourn Airfield – 3,500 homes, 1,470 of which by 2031.
- Cambourne West – 1,500 homes, all by 2031.

4.2.132 The preference to allocate all three strategic sites has been influenced by the long lead in times for new settlements which will therefore come forward later in the plan period and continue developing beyond 2031. Without also including major expansion of Cambourne, a significant amount of development would be required at villages and would result in the sort of dispersed development strategy previously having been found to be unsustainable. Bourn Airfield new village would be delayed by two years to come forward slightly later in the plan period than it otherwise might, so that the remainder of Cambourne is well progressed before any development starts at Bourn Airfield. This will also help provide additional flexibility. The strategic sites will provide 4,370 homes in the plan period. Starting Waterbeach towards the end of the plan period has the benefit of ensuring that Northstowe will be well established before another new town development begins.

4.2.133 The major sites will be supported by limited development at the more sustainable villages in the order of 900 homes to provide flexibility and help ensure a continuous supply of housing land over the plan period, including if there is any delay in progress on any of the major sites.

4.2.134 The table below shows the level of development proposed at each stage of the development sequence:

<b>CAMBRIDGE AND SOUTH CAMBRIDGESHIRE HOUSING 2011 TO 2031</b>	Existing Completions and Commitments (both areas)	New Sites Cambridge	New Sites South Cambs	TOTAL	Percentage
Cambridge Urban Area	3,287	3,324	0	6,611	20
Edge of Cambridge	11,361	430	100	11,891	35
New Settlements	5,965	0	4,370	10,335	31
Villages	3,853	0	895	4,748	14
<b>TOTAL</b>	<b>24,466</b>	<b>3,754</b>	<b>5,365</b>	<b>33,585</b>	<b>100</b>

4.2.135 The development strategy identified includes development at a number of levels in the sequence taking account of the opportunities and constraints identified.

4.2.136 Cambridge remains the focus of the development strategy comprising 55% of the housing requirement 2011 to 2031. This is comparable with and slightly higher than the 52% in the Structure Plan strategy.

4.2.137 Only minor additional Green Belt development potential was identified on the edge of Cambridge in addition to the extensive existing commitments because of the significant harm this would cause to the purposes of the Green Belt. The additional dwellings, added to those already committed, mean that 35% of all new development is planned on the edge of Cambridge, compared with 25% in the Structure Plan.

4.2.138 In addition to the new settlement at Northstowe, the strategy proposes additional new settlements at Bourn Airfield, and in the longer term Waterbeach Barracks. This will enable infrastructure investment to be focused to maximise benefits, maximise travel by non-car modes, support the re-use of significant previously developed sites, and reduce the need for further development at villages as the final and least sustainable stage in the development sequence, although some village development is proposed to provide flexibility.

4.2.139 At the village level, development will be focused on the more sustainable villages with the best range of services and facilities, including taking account of opportunities to utilise previously developed land.

4.2.140 A comparison with the Structure Plan 2003 strategy is provided below.

	<b>Structure Plan 1999 to 2016</b>	Percentage	<b>New Strategy 2011 - 2031</b>	Percentage
Edge of Cambridge	8,000	25	11,891	35
New Settlements	6,000	18	10,335	31
Villages	9,600	30	4,748	14



## 4.3 APPRAISAL OF POLICY OPTIONS – ISSUES AND OPTIONS

Element of the SEA Directive Requirements that this section seeks to meet:

- The likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soils, water, climatic factors, material assets, cultural heritage, including architectural and archaeological heritage, landscape and the interrelationships between the above factors (Annex 1 f);
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme (Annex 1 g).

### Introduction

- 4.3.1 The appraisal of policy options for inclusion in the Local Plan took place in 2012 as part of the development of and consultation on the “Cambridge Local Plan Towards 2021 Issues and Options Report”. The appraisal was carried out by URS on behalf of the Council.

### How the Appraisal was undertaken

- 4.3.2 For each of the issues considered within the Issues and Options Report, the Interim SA presented an appraisal of either a) the proposed policy approach; or b) the alternative approaches presented. Where the potential for a significant effect was highlighted<sup>110</sup>, recommendations were made with a view to ensuring such effects were avoided or mitigated (i.e. recommendations were made regarding the particular approach that the Council might wish to take forward).
- 4.3.3 The assessment of options or alternatives is an important element of the SA process, with the SEA Regulations requiring that *“The Environmental Report shall identify, describe and evaluate the likely significant effects on the environment of (a) implementing the plan or programme; and (b) reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme”* (SEA Regulations Part III 12(2)).
- 4.3.4 The issues and options were separated into a series of chapters based upon topic areas as follows:
- Chapter 2 set out a possible vision for Cambridge to 2031 and a number of strategic objectives.

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<sup>110</sup> Significant effects are identified (‘evaluated’) taking account of the sustainability context/baseline and key issues established through Scoping. As part of this consideration has been given to the potential for effects that are direct/indirect, the potential for the significance of effects to vary according to timescales, duration and reversibility and also the potential for effects to be significant because they will impact cumulatively with the effects of other planned activities.

- Chapter 3 was concerned with the spatial strategy and focuses on the approach to housing and employment provision.
- Chapter 4 set out a number of other strategic spatial options, dealing with matters such as the Green Belt and the City Centre.
- Chapter 5 dealt with potential opportunity areas, which are areas in the city identified as having the potential to be considered for future improvement or development over the plan period.
- Chapter 6 was concerned with sustainable development, climate change, water resources and flooding.
- Chapter 7 dealt with Delivering High Quality Places in Cambridge and is concerned with design, landscape, and public realm.
- Chapter 8 set out options to protect and enhance both the historic built environment and the natural environment.
- Chapter 9 was concerned with delivering high quality housing.
- Chapter 10 dealt with building a strong and competitive economy, including sections on employment, retail, higher and further education and tourism.
- Chapter 11 was concerned with creating successful communities, including the provision of open space, leisure facilities and community facilities.
- Chapter 12 dealt with promoting and delivering sustainable transport and other kinds of infrastructure, and the mechanisms for doing so.

4.3.5 Within these chapters the issues and options presented were identified by consideration of:

- the requirements of the National Planning Policy Framework (NPPF) and other relevant legislation
- the significant evidence base which has been compiled. Appendix A of the Issues and Options Report set out the documents in this evidence base, which included comments collected from a series of workshops which were held with Councillors, stakeholders, developers, and residents associations. Also, one to one meetings were offered and a number were held with various organisations in order to help understand future needs and concerns.

4.3.6 In some cases only one option was presented, as it was considered by the City Council that there were no other reasonable options. For example, the NPPF is clear that the Green Belt should be protected and so to not include an option on this issue would not have been reasonable. In other cases more than one option was presented for consideration during the consultation period. An explanation was provided in the Issues and Options Report if it was considered that there was only one reasonable option, and where there was more than one option the advantages and disadvantages of each was drawn out.

4.3.7 With regards to the spatial strategy, different options were presented for the potential level of housing and employment growth. The Council is responsible for looking forward and setting the level of housing and employment provision needed in Cambridge over the next 20 years. This task is a hugely important one and has the potential to affect the lives of all who live and work in the city now and in future. The 'issues and options' report identified the key questions and issues that lie ahead,

and the possible ways to address those challenges. The Council wants to facilitate the fullest engagement of communities from the outset of this process.

- 4.3.8 One of the key considerations was how many new homes and jobs should be provided to 2031 and where they should go? As the preparation of the Local Plan continues, everything will be brought together in order to ensure that the right approach is developed and agreed. This means that whilst the provision of new homes and jobs is important, a balance needs to be achieved with other objectives. Cambridge is a special place and the future shape and function of the city needs careful consideration. There are constraints on the amount of development that can take place within Cambridge, given its constrained area, historic environment, and limited infrastructure as the importance of protecting the Green Belt and enhancing the unique setting of Cambridge. There will be difficult choices to be made but these are decisions that will need to be made locally, and the SA can help to inform these decisions.
- 4.3.9 Within Chapter 3 of the Issues and Options Report, which dealt with the spatial strategy, different options were presented for the potential level of housing and employment growth, allowing for the assessment of reasonable alternatives. One of the housing options included the development of land just within the urban area of Cambridge, however the others would require development within the Green Belt at the edge of Cambridge. As a result ten broad locations were identified at the edge of Cambridge. One of these fell entirely within the City boundary, three fell outside the boundary in the neighbouring authority South Cambridgeshire District Council and the others straddled the boundary. The locations were considered to be reasonable alternatives as they covered all of the remaining Green Belt land within the city. Further consideration of Green Belt sites and the overall development strategy for Cambridge can be found in sections 4.2 and 4.4 of this report.
- 4.3.10 For all the issues for which options were presented as part of the Issues and Options Report, it was considered that the range of options was reasonable, in the sense that they represented significantly different approaches, but all could have the potential to support delivery of the established Local Plan vision and objectives.

#### **Difficulties encountered**

- 4.3.11 The key difficulty encountered in carrying out the appraisal was that associated with establishing a causal link between a proposed policy approach, or a policy approach 'option', and the effects this would have on the sustainability baseline. Often, there is considerable uncertainty, given that the precise way in which the policy approach will be implemented 'on the ground' is unknown. Where this uncertainty exists, it is helpful to discuss effects in more general terms - i.e. in terms of particular sustainability issues or broad sustainability themes/the sustainability context. In other instances, it may be appropriate to highlight the potential for any significant effects on the sustainability baseline, along with the uncertainties involved.

4.3.12 When considering which potential effects to highlight (along with a discussion of uncertainty) or not to highlight, a foremost consideration is that the aim of SA is to have a focused discussion regarding those effects that are most likely and significant (and how they should be avoided or mitigated), rather than a potentially endless discussion relating to all of possible plan effects. Ultimately, it is a matter of professional judgement as to those effects that are highlighted and those that are not. This approach is justified by the SEA Directive (i.e. through its reference to ‘technical deficiencies or lack of know-how’) as well as Government Guidance, which states that: ‘You are only required to assess the likely significant effects of the plan, not all possible effects... Ultimately, the significance of an effect is a matter of judgment...’<sup>111</sup>

### Appraisal findings/recommendations

4.3.13 The appraisal was structured in the following way:

- Appraisal of the individual Options
- Appraisal of all Options and their likely effects on each Sustainability Topic (as identified in the Scoping Report and set out in paragraph 3.4.1 of this document).

4.3.14 The appraisals of the individual options are presented in the tables below (note that the tables related to the Broad Locations for Future Development are contained within Section 4.2 of this SA Report). The appraisal of each option was undertaken against the SA Framework set out in Table 3.1 of this SA report. To aid understanding of the likely effect of the Option as it related to each sustainability topic, the following symbols were used.

↗	The Option is likely to result in a positive outcome for the sustainability topic
↔	The Option is unlikely to effect the sustainability topic
↘	The Option is likely to result in a negative outcome for the sustainability topic
?	The effect of the Option on the sustainability topic is uncertain

4.3.15 Following on from the appraisal tables, this SA Report sets out a higher level appraisal of the key issues and options as they relate to each of the sustainability topics. This provides an insight into potential **cumulative impacts**. This is then followed by a summary of the whole appraisal and an outline of key recommendations to mitigate any negative effects and maximise positive outcomes.

<sup>111</sup> The plan-making manual [online] at: <http://www.pas.gov.uk/pas/core/page.do?pagelid=156210> (accessed 04/12)

## INDIVIDUAL OPTION APPRAISAL

### VISION

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
01	Cambridge Vision 2031	↗	↗	↗	?	↗	↗	↗	↗	↗	↗	↗	↗	↗	<p>This Option should result in significant positive effects across the majority of sustainability topics. The Option's strong support for an environmentally sustainable and successful economy, which builds on the City's strengths in the fields of higher education and research and the knowledge based economy should help address the key economic issue to maintain and capitalise on Cambridge's position as one of the UK's most competitive cities. The Option's vision to become a low carbon city and recognition of the need to deliver a city where sustainable transport choices are the norm will also contribute significantly to improving the local environment and making Cambridge a destination of choice to live, work and visit.</p> <p>This Option should ensure the protection and enhancement of the historic environment and promote the character and distinctiveness of the conservation areas, which are two key landscape, townscape and cultural heritage sustainability issues. The option will thus contribute to maintaining the attractiveness of Cambridge as a tourist destination.</p> <p>The Option should help address identified sustainability issues relating to deprivation and inequality across the whole of the city. Its focus on socially mixed and inclusive communities also recognises the value that the City's ethnic diversity contributes to the City's vibrancy and cosmopolitan feel.</p> <p>The extent to which this Option fully addresses water scarcity in the region is unclear, particularly given the anticipated significant growth in housing and employment provision. Furthermore, the extent to which the Option recognises the threat posed by climate</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
															change and the need to both mitigate and adapt to its effects could be more clearly stated.

### SPATIAL STRATEGY

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
02	12,700 new homes to 2031 – ‘urban growth’	↘	↘	↘	↔	↔	↔	↗	↗	?	?	?	?	?	<p>This Option represents the lowest level of development being considered by the Council. Development would be focussed within the existing urban boundaries, with the majority of housing development (7,467 dwellings of an identified 10,612) occurring in urban extensions. The relatively modest level of development proposed in this Option, above the existing commitments (2,060 dwellings), has a number of implications.</p> <p>The most significant negative implication of this Option is that it does not address the identified need for more affordable housing in Cambridge. There is an identified need for a further 2,140 more affordable houses for the first five years of the plan period and 592 houses for the following 15 years in Cambridge. Assuming that new developments will include at least 40% affordable housing, this Option would deliver a maximum of 5,080 affordable houses or the equivalent of 267 affordable houses per annum between 2012 and 2031. This is significantly below the identified need. It is likely that this Option will lead</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
															<p>to: 1) the continuation of people living outside Cambridge and commuting in, which will result in high levels of unsustainable travel patterns and congestion. 2) a continuation in high house prices due to demand being greater than supply, 3) continued and exacerbated pockets of deprivation, and 4) increased use of water (unless this is balanced against water efficiency improvements in the existing housing stock)</p> <p>On balance this Option has the least positive impact on the economy of Cambridge. The modest scale of development proposed is unlikely to support the economic vision of Cambridge. The Option will mean that a growing number of people cannot live and work in Cambridge due to high house prices and scarcity of supply. This could lead to people choosing other centres of employment and therefore hinder the competitiveness of Cambridge and the vitality and viability of the city.</p> <p>A significant positive impact of this Option is the maintenance of the Green Belt and the biodiversity and wildlife it supports. Furthermore, this Option will have a significant positive impact on landscape, townscape and cultural heritage through preserving the distinctive views and approaches to the historic centre and being sensitive to the existing key buildings. In comparison with the other Options it will help maintain the distinctive setting of Cambridge within the wider environment.</p> <p>It may also have a beneficial impact in comparison with the other Options in terms of climate change adaptation and flood risk. This is because other Options propose to extend the urban boundaries and will therefore lead to an increase in impermeable surfaces, which could lead to an increase in flood risk. Furthermore, increasing the area of dark surfaces will increase the urban heat island effect. In comparison this Option is unlikely to have an adverse impact on surface water flood risk or the urban heat island effect.</p> <p>Since the Option represents the minimum level of development it has both negative and positive impacts on the different areas of Cambridge. While it is unlikely to have a significant impact on levels of deprivation, especially in the East and North of Cambridge, it</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
															will act to safeguard open space and will have less of an impact on conservation areas as other Options.
03	Up to 14,000 new homes to 2031 – ‘the current development strategy’	↔	↔	?	↔	↔	↔	↘	↘	?	?	?	?	?	<p>Overall this represents a more balanced approach to development than Option 2. The identified need for greater housing, including affordable housing, is met to a greater extent, while new development on the Green Belt is minimal.</p> <p>However, despite the increased provision of housing under this Option, there will still be a significant shortfall of affordable houses, which will impact on the levels of deprivation within Cambridge.</p> <p>In terms of the economy, this level of housing is likely to have a more neutral impact. It will enable a greater number of people to live and work within Cambridge and therefore support the vitality of the City, but a significant number of people will not be able to live and work within Cambridge and this could impact on its competitiveness.</p> <p>Given that this Option requires the release of land from the Green Belt, the impact on the landscape and townscape and biodiversity is assessed to be negative. However, the release of Green Belt land is less substantial than for Options 4 and 5 and the associated impacts on landscape, townscape and biodiversity can be assumed to be commensurately less.</p> <p>The impact on the spatial areas of Cambridge is not certain. Much of the impact will depend on where the release of the land from the Green Belt will be. Given the significant pockets of deprivation in North and Eastern Cambridge the benefits of greater numbers of housing here would potentially be most beneficial. However, wherever the development takes place, it is likely that there will be negative implications on biodiversity and landscape.</p>
04	Up to 21,000 new homes to 2031 –	↗	↗	↗	↔	↘	↔	↘	↘	↔	?	?	?	?	This Option would have significant positive impacts on the overall provision of housing including affordable housing. As such it is likely to have a range of co-benefits, such as a

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
	'enhanced levels of urban and Green Belt growth'														<p>reduction in levels of deprivation.</p> <p>This Option also supports the economic vision for Cambridge as it would provide additional employment opportunities on the edge of Cambridge as part of mixed-use developments and enable more people to live and work within Cambridge.</p> <p>The Option is also likely to have a positive impact on reducing pressure on the existing transport infrastructure due to the greater number of people who are able to live in close proximity to centres of employment. However, the transport network within Cambridge is already congested and there would also need to be significant improvements to the transport network. Assuming that the new developments are required to put in place infrastructure for sustainable travel, this could also reduce levels of air quality pollution and impact positively on climate change objectives.</p> <p>There are a number of significant negative impacts that relate to the release of Green Belt land for development. The setting of Cambridge within the wider landscape will be adversely affected and the new developments will detract from the approaches and views of the historic core of Cambridge. It is likely that this Option will also have significant adverse impacts on biodiversity and green infrastructure.</p> <p>It is also likely that this Option will lead to greater surface water flood risk due to the replacement of Green Belt land (and potentially parts of the functional flood plain) with less permeable surfaces. However, it is expected that other Options will address this threat through requiring integrated water management and flood risk reduction. This replacement might also impact adversely on the urban heat island effect.</p> <p>In comparison to Option 5, this option involves building on all the broad locations but at a lower level of intensity and density. This has its own implications in terms of sustainability. On the one hand it means that opportunities for social housing and to support the economy are not maximised and the integrity of the Green Belt is still compromised but on</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
															the other hand it is likely that a greater area of open space will be included in the development plans and the impact of the new developments on the setting of Cambridge and on cultural heritage can be more carefully managed.
05	Up to 25,000 new homes to 2031 - 'significantly increased levels of urban and Green Belt growth'	↗	↗	↗	?	↘	?	↘	↘	↔	?	?	?	?	<p>This Option entails developing all Green Belt sites at high intensities.</p> <p>The sustainability of this Option is very similar to Option 4. However, the negative and positive impacts of Option 4 are further exaggerated.</p> <p>The positive impact in terms of the provision of housing including affordable housing, the economy and transport are enhanced while the negative impacts associated with the replacement of Green Belt land, the loss of biodiversity, and flood risk are exacerbated.</p> <p>The Option would significantly undermine the purpose of the Green Belt and would compromise the compact nature of the City.</p> <p>This Option entails developing all the broad locations and at a high intensity. This has positive implications in terms of maximising opportunities to provide affordable housing and to support the economy. However, it is also likely that the visual impact will be greater and it may have an even greater adverse impact on the historic setting of Cambridge.</p>
	<p><b>SUMMARY</b></p> <p>The decision as to the right scale of housing development for Cambridge is critical given the significant shortfall in the number of affordable houses, high house prices, the pockets of deprivation within Cambridge and the relatively high number of people who live outside and commute into Cambridge often by private car. However, Cambridge is constrained in terms of the scale of development that is feasible without significantly impacting on the setting of Cambridge, compromising the Green Belt, exacerbating flood risk and adversely impacting on biodiversity. Options 03 and 04 attempt to balance these conflicting priorities and therefore perform slightly better in terms of sustainability compared to either the maximum or minimum level of development. However, it will be important, at a project level, to ensure that the negative impacts associated with development including the transport, biodiversity and green infrastructure and the landscape and townscape in particular are addressed. It will be important to ensure appropriate levels of hard and social infrastructure are brought forward to support development and not adversely affect existing communities.</p>														

**LEVELS OF EMPLOYMENT PROVISION**

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
06	10,000 new jobs to 2031	↓	↓	?	↔	↔	↔	↔	↔	?	?	?	?	?	<p>This Option is based on the delivery of a lower number of jobs than are expected to develop in Cambridge to 2031. As such it has a number of negative impacts. Significantly, it will not help to address levels of deprivation in Cambridge and will result in a proportion of the population remaining in long term unemployment and might lead to increasing levels of unemployment in Cambridge, which is recognised to have a range of negative impacts both for those who are unemployed and for the wider community.</p> <p>This Option will not help to address income and employment deprivation and may increase the scale and levels of deprivation. It will also impact adversely on Cambridge’s position as one of the UK’s most competitive cities.</p> <p>In terms of positive impacts, it is possible that a lower level of jobs than predicted may lead to fewer people commuting into Cambridge and therefore might indirectly benefit transport objectives. However, there could be an increase in the number of people commuting out of Cambridge to new centres of employment and this would increase the pressure on existing transport infrastructure. The overall impact is therefore uncertain.</p> <p>Another possible positive impact is the fact that this low target will reduce pressure on land and may therefore have some benefits in terms of landscape, townscape and cultural heritage. However, this is currently uncertain.</p>
07	15,000 new jobs to 2031	?	↔	?	↔	↔	↔	↔	↔	?	?	?	?	?	<p>This Option represents the ‘business as usual’ option. The target for new jobs is slightly above the average growth in jobs in Cambridge over the last 20 years. It does not therefore represent a significant divergence from the status quo. As such, this Option is unlikely to significantly reduce levels of employment deprivation in Cambridge. Depending on the type of employment generated by this Option the impact on inequality will vary. Particularly in areas of high unemployment, high benefit dependency and other types of deprivation, which are clustered in the North and East of</p>



**SUMMARY**

It is difficult to assess and compare the sustainability of these Options without knowledge of the type of employment that will be supported. While employment in general is positive, the type of employment will impact differently on the local population. It might be that support for high tech and higher education jobs does not capitalise on the opportunity to improve employment and income deprivation in deprived communities. However, as the number of employment opportunities increases it is inevitable that the type of jobs will also diversity. As such, the Options that encourage the greater number of employment opportunities are assumed to impact more positively on the communities and well-being objectives.

There are a number of potentially adverse impacts associated with the greater provision of employment opportunities. There is the potential for greater employment to encourage unsustainable travel patterns and a greater number of journeys by private car. Depending on the type of employment, the development may also have a range of visual impacts in terms of landscape, townscape and cultural heritage. These will have to be carefully mitigated at the project level.

**BROAD LOCATIONS FOR FUTURE DEVELOPMENT (OPTIONS 9 – 19: SEE SECTION 4.2, TABLE 4.1)**

**STRATEGIC SPATIAL OPTIONS**

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
20	Green Belt	↘	↘	↔	↔	↗	↔	↗	↗	↔	↔	↔	↔	↔	<p>It may be that the Local Plan will alter the extent of the Green Belt. However, that decision is beyond the remit of this Option. This Option simply protects those areas designated as Green Belt within the Local Plan. As such it has a range of positive implications. These relate to protecting and enhancing existing natural flood risk infrastructure, supporting adaptation to climate change, protecting the setting of Cambridge within the wider landscape and protecting biodiversity on the Green Belt.</p> <p>Restricting further development of housing and employment land could adversely impact on attempts to increase the buoyancy of the local economy and efforts to reduce the affordable housing deficit.</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
															It is important to note that the legitimacy of this Option might be undermined by the further release of land from the Green Belt. Care should be taken that this does not set a precedent.
21	Setting of the City	↗	?	?	↔	↔	↔	↗	↗	↔	↗	↗	↗	↗	This Option should have a positive effect in ensuring that new developments on the edge of the City do not adversely impact biodiversity, and maintain connectivity between existing green infrastructure. This is because the option is likely to protect the green fingers of countryside that go into the City alongside the river. Promoting access to the surrounding countryside will also have positive health and well-being benefits. Taking the opportunity to conserve, enhance and improve the edge of Cambridge should help maintain Cambridge's 'setting' while still providing support for appropriate development. This is likely to have a positive effect on landscape, townscape and cultural heritage as the option seeks to conserve and enhance landscape setting and special character. The Option may also help to maintain Cambridge as a compact City with a sharp edge between the urban area and the countryside, which is key to the distinctiveness of Cambridge.
22	Green Infrastructure	?	?	↔	↔	↗	↔	↗	↗	?	?	?	?	?	The requirement for all new developments to create and enhance green spaces and where possible to link together green networks would have a range of positive impacts. These include on flood risk and climate change adaptation (mitigation of the urban heat island effect), biodiversity and the setting of Cambridge within the broader landscape. It is likely that it would also have beneficial impact on communities and well-being through the enhanced provision of open space and opportunities for recreation, which have a range of health and associated benefits. However, it may also lead to a lack of flexibility, which might mean that green infrastructure is not targeted to where it would have the most beneficial effects.

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
23	Comprehensive policy for the River Cam Corridor	↔	↗	↔	↗	↗	↔	↗	↗	↗	↗	↔	↗	↗	<p>Overall this Option will have a positive impact. Given the importance of the River Cam in framing the city and the ‘world-famous’ views of Cambridge from the ‘backs’, a policy that safeguards this important environment will ensure Cambridge maintains its position as a leading tourist destination, which is beneficial to the local economy. The Option also ensures the protection and enhancement of the historic environment and in will help to promote the character and distinctiveness of the conservation areas. More generally, the Option performs well in terms of flood risk, water quality, landscape, cultural heritage and biodiversity.</p> <p>This Option will not impact on South Cambridge (as defined in the SA Scoping Report) as the River Cam does not flow through this functional area, but it will have a positive impact on the other areas within Cambridge.</p>
24	City Centre	?	?	↗	↔	↔	↔	↗	↔	↗	↔	↔	↔	↔	<p>The overall aim of this Option is to maintain and enhance the viability and vitality of the City Centre and improve the public realm. This will clearly have a range of positive impacts. However, given the competing use for the City Centre some uses will inevitable be preferred over others and there will be trade-offs. Without knowing the priority uses for the city centre and how competing uses would be assessed it is difficult to assess the sustainability of this option.</p>
25	Maintain the current hierarchy of centres with new additions	?	↗	↔	↔	↔	↔	↔	↔	↗	?	?	?	?	<p>It is difficult to assess the sustainability of this Option and Option 26 given the absence of information on how the current hierarchy of centres is functioning and the justification therefore for changing the approach.</p> <p>This Option represents the business-as-usual scenario. It will continue to protect those identified town, district and local centres set out in the 2006 Local Plan and will therefore have positive impacts on the economy and the city centre. However, it may be detrimental if it affords protection to inappropriate centres and prevents other legitimate</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
															uses. In general if the current approach to town centres is out of date and does not adequately protect emerging centres and at the same time offers protection to small and unviable local centres, then it is not functioning optimally in terms of sustainability.
26	Change the position of some centres within the hierarchy	↗	↗	↔	↔	↔	↔	↔	↔	↗	↗	↗	↗	↗	Given the fact that this Option will be based on the most up to date information relating to current, emerging and small urban centres, it performs better than the previous Option. It should ensure that adequate protection is given to important old and emerging centres, while at the same time permitting other types of development in small and unviable local centres. This has a range of positive impacts that relate to communities and well-being and the economy.
27	Residential Communities	↗	↔	↗	↔	↔	↔	↔	↔	↗	↗	↗	↗	↗	This Option would ensure that residential communities have access to a range of services and a high quality living environment. This Option is likely to support sustainable travel patterns, and improve the communities and well-being theme through addressing deprivation and inequality in existing residential communities.
28	Station Area	↗	↗	↔	↔	↔	↔	↗	↔	↗	↔	↗	↗	↔	This Option supports the continued regeneration of the Station Area as a mixed use area, which has a range of associated positive impacts in terms of sustainability, especially for the economy and communities and well-being. Specifically it supports further development of office space, which was identified as a key issue in the SA Scoping Report. While the Station Area is technically in the City Centre, this Option will have broader positive implications on the neighbouring areas in South and East Cambridge. It is also likely that the regeneration of the area will continue to improve the townscape, although new development should be sensitive to the historic environment especially given its proximity to the city centre.

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
29	Southern Fringe	↗	↗	↔	↔	↔	↔	↔	↔	↔	↔	↗	↔	↔	The development of the Southern Fringe site was facilitated through the 2006 Local Plan. Continuing to support the development of the southern fringe through the spatial strategy will maintain the sustainability benefits associated with addressing levels of deprivation and mitigating flood risk through improved drainage.
30	Addenbrooke's Hospital	↗	↗	↔	↔	↔	↔	↔	↔	↔	↔	↗	↔	↔	The continued support for the creation of the Cambridge Biomedical Campus has a range of positive implications in terms of sustainability. Most importantly it will provide a cluster of healthcare, bio-medical and bio-technical research, and high-education uses. The ambition is for the cluster to be at the leading edge of health-care expertise. It will therefore have a significant positive impact on the local economy and will also provide excellent health care facilities for Cambridge residents.
31	North West Cambridge	↗	↗	↔	↔	↔	↔	↔	↔	↔	↗	↔	↔	↔	The continued support for development to support staff and key workers from the University of Cambridge in North West Cambridge is positive, as is the development of a new residential community between Huntingdon Road and Histon Road. The North West Cambridge site will help to support the leading position of the University of Cambridge and will also help to address levels of deprivation, which are quite extensive in northern Cambridge. It therefore has positive impacts on communities and well-being on the economy and on North Cambridge.
32	West Cambridge	?	↗	?	↔	↔	↔	↔	↔	↔	↔	↔	↔	↗	This Option entails the more intensive development of the West Cambridge Site to provide high density employment space. This is likely to lead to significant positive impacts in terms of the economy and will help meet the identified requirement for more office space for small high tech and research businesses.  The Option also includes the proposal to create shared social spaces. This may have indirect benefits on communities and well-being.

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
															The Option states that key to developing West Cambridge will be the provision of good public transport infrastructure. This is key due to the relatively poor linkages between the site and public transport infrastructure. Without significant investment further development of the site would lead to greater pressure on transport infrastructure and congestion.
33	Northern Fringe East	↗	↗	↗	↗	↔	↗	↗	↔	↔	↗	↔	↔	↔	This Option should deliver significant effects in terms of addressing deprivation and the wider need for regeneration in North East Cambridge. The Options focus on transport led growth should have significant effects on reducing the reliance on the private car and help mitigate related transport emissions. Provision for an interchange between local buses and the Guided Bus as well as improved access for cyclist and pedestrians should also contribute significantly to transport and climate change mitigation sustainability issues. The Option's identified key principles require high standards of sustainability and design quality which should help address key sustainability issues relating to the need for high standards of water efficiency, minimising landscape impacts and improving the quality of the built environment.
34	Cambridge East - Retain current allocation	↗	?	↘	?	↔	↔	↘	↘	↔	↔	↔	↗	↔	Retaining the current allocation for development would help safeguard potential future housing provision. If delivered this would contribute significantly to addressing key communities and well-being sustainability issues relating to housing, community and education provision and may help address aspects of deprivation in this area. Although this Option is likely to increase pressure on transport infrastructure this is uncertain; as the development is unlikely to be delivered until 2031 by which time transport provision may be radically different to today. Should development be brought forward more quickly (for which this Option provides flexibility) then adverse transport impacts would be expected. As the AAP notes the development of Cambridge East would take many years to complete and as it wouldn't be delivered for a number of years this appraisal is

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
															inherently uncertain.
35	Cambridge East – Safeguarded Land	↗	?	↘	?	↔	↔	↘	↘	↔	↔	↔	↗	↔	Safeguarding land for future development would result in largely similar effects across the sustainability topics. However it would provide less certainty to developers and may hamper confidence in the local economy.
36	Cambridge East – Return the land back to the Green Belt	↘	?	↗	↗	↗	↔	↗	↗	↔	↔	↔	?	↔	Option 36 is likely to result in adverse effects against the community and well-being sustainability topic. The loss of this land that could otherwise deliver significant housing, employment and community service provision is likely to minimise the opportunities to help address housing, health and potentially employment deprivation within this area. In contrast this Option would likely deliver significant benefits in addressing key sustainability issues relating to transport, water, flood risk, landscape and biodiversity as compared to protecting this area for future development. Notwithstanding, this appraisal is inherently uncertain as It is not expected that this land would be made available until 2031, in which time key issues identified for this appraisal may have changed.

## OPPORTUNITY AREAS

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
37	Mill Road	↗	↗	↗	↔	↔	↗	↗	↔	↔	↔	↔	↗	↔	<p>An Option to specifically protect and enhance the diversity and character of Mill Road is likely to result in significant positive effects across a number of sustainability topics. In terms of the Communities and Well-being topic this Option should help address the key issues relating to the need to capitalise on the ethnic diversity of the city and realise its contribution to vibrant and inclusive communities. Mill Road already benefits from a number of active community groups which this Option should help support. Specific reference to improving environmental quality for pedestrians and cyclists should also contribute to general improved and safer public realm and encourage more people to walk and cycle. Removal of road markings, signage and other clutter should also contribute to promoting the character and distinctiveness of the road helping address issues relating to townscape.</p> <p>In terms of the key economic sustainability issues, the Option's reference to rely on the 'General shopping policy' (which performed well when appraised) should restrict change of use from small shops to larger units and help maintain the diversity of shopping provision. It will also help directly safeguard independent shops along Mill Road, an identified key issue in the East Cambridge area as identified in the SA Scoping Report.</p>
38	Eastern Gate	↗	↗	↗	↔	↔	↗	↗	↔	↗	↔	↔	↗	↔	<p>The large and busy roads and junctions in this area, combined with areas of bulky industrial buildings have resulted in geographically fragmented communities. The Option's focus on improving the highways and public realm will have immediate and direct positive effects on encouraging greater walking and cycling in the area which is a key issue across a number of sustainability topics. More generally, this Option will contribute to an improved townscape and increase the attractiveness of the city as a place to live, work and spend leisure time. Furthermore, it could act as a catalyst to the regeneration of the wider area and help address identified deprivation issues in East Cambridge.</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
39	Cambridge Railway Station to the City Centre & Hills Road Corridor	↗	↗	↗	↔	↔	↗	↗	↔	↗	↔	↗	↔	↔	<p>The proposed public realm improvements at the identified seven key parts of this area would contribute to a safer, more attractive, accessible and integrated public realm. These changes are likely to result in significant positive effects on key community and well-being and transport issues. In particular it should help build on the high modal share of cycling and encourage longer journeys by bike. Reducing the confusion for visitors on arriving at Cambridge Station will also help better orientate people and encourage more people to walk to the City Centre helping minimise transport related GHG emissions. This Option should lead to wider regeneration benefits, in particular, helping address areas of health deprivation to the west of Hills Road in the South Cambridge area (as identified in the SA Scoping Report).</p> <p>This Option should also have significant effects in protecting and enhancing shopping provision in Hills Road Local Centre and along Regent Street helping address this key 'economy' issue. Furthermore it should also help encourage more sustainable growth of tourism by minimising the pressure tourism places on the City's transport infrastructure.</p>
40	South of Coldham's Lane	↗	↔	↔	↔	↔	↔	↗	?	↔	↔	↔	↗	↔	<p>This Option would contribute significantly to improving the health and well-being of Cambridge residents by providing greater access to open space and opportunities for walking, cycling and sports activities. This Option will provide additional open spaces and green space and should help address the relatively high levels of health deprivation in this area because it has been inaccessible to the public. Redevelopment of this site should also contribute to increasing the attractiveness of the area. Increasing the recreational use of the sites could have The extent to which this Option would have negative effects on biodiversity, although the option is clear that biodiversity value would be considered before any development takes place [this refers to a new sentence we have added in] is uncertain. The eastern most site is designated as a City Wildlife Site; it is not clear whether redevelopment would have any adverse effects on biodiversity on this site. However, redevelopment could provide opportunities for improved conservation and a net increase in biodiversity, facilitated in part, through the proposal to develop a green and blue</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
															corridor through to the Spinney Nature Reserve.

**SUMMARY**

The Opportunity Areas' focus on public realm improvements and recreational provision and are likely to result in significant positive benefits across a number of sustainability topic areas. In each of the areas the proposed improvements should result in a more accessible and attractive public realm and improved pedestrian and cyclists safety; thus helping promote greater uptake of these transport modes and reduce private car use. This will have benefits in terms of addressing key transport and climate change mitigation sustainability issues. There are likely to be economic benefits relating to improvements to shopping areas and tourism. In particular, specific improvements around the station will help present Cambridge as an attractive, sustainable and welcoming City helping maintain its position as a place to live work and visit.

**SUSTAINABLE DEVELOPMENT, CLIMATE CHANGE, WATER AND FLOODING**

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
41	Innovative and sustainable communities	↗	?	↗	↗	↗	↗	↔	↗	↗	↗	↗	↗	↗	This Option should result in positive effects across the majority of sustainability topics. In particular, specific reference to efficient use of energy, water and natural resources should ensure improved water efficiency and reduced carbon emissions from all aspects of new developments. Consequently, this Option will help contribute to a more attractive public realm and improved health and well-being of Cambridge residents. Striving to deliver truly sustainable communities capable of adapting to the impacts of climate change should also

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
															have beneficial effects on maintaining Cambridge’s position as an economically competitive City now and in the future. This Option should also result in positive effects in terms of climate change mitigation as the Option seeks to secure radical reductions in carbon emissions.
42	Develop comprehensive sustainable development policy <sup>a</sup>	↗	?	↗	↗	↗	↗	↔	↗	↗	↗	↗	↗	↗	<p>The Option to set out sustainability principles to be embedded into all development proposals is likely to contribute positively across all sustainability topics.</p> <p>Integrated water management and water conservation as mentioned in the Option should help to ensure that new developments implement high standards of water efficiency, likely preventing additional pressure on water resources in the region.</p> <p>Striving to deliver truly sustainable communities by embedding sustainability principles into all development proposals in Cambridge may also have beneficial effects on maintaining Cambridge’s position as a competitive city, if it is seen as leader in sustainability.</p> <p>Positive effects are likely to occur with regards to the climate change adaptation and mitigation sustainability topics as the Option seeks to incorporate sustainable drainage systems, reductions in carbon emissions, and considerations of building design and adaptability into all development proposals.</p>
43	Sustainable construction standards	↗	?	↗	↗	↗	↗	↔	↔	↗	↗	↗	?	?	<p>Implementing a requirement for Level 4 and above of the Code for Sustainable Homes, and BREEAM very good or excellent for new development proposals is likely to ensure the delivery of sustainable buildings and contribute to reduced emissions from buildings in both construction and operation. This Option should result in positive effects across the majority of sustainability topics. For example, new homes will have to meet the needs of both the existing and future population helping to directly address a key ‘communities and well-being’ issue. In addition, the requirement for cycle storage should help contribute to improving the modal share of cycling in the City.</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
44	Detailed targets for onsite carbon emission reductions that relate to levels of the CfSH being sought	↗	?	↗	↗	↗	↗	↔	↗	↗	↗	↗	↗	↗	<p>The Options proposed to reduce carbon emissions from new development should have positive effects against the majority of the sustainability topics.<sup>112</sup> Following the standards set out under Option 43 (sustainable construction) Option 44 would ensure that developments are on the path of meeting zero carbon in 2016 (2019 for non-residential). This would result in positive effects on the majority of sustainability topics. It is uncertain the extent to which this option would contribute to Cambridge's economy; however the evidence base suggests that higher levels of carbon reduction are possible, and therefore tighter standards than those presented in Option 44 could potentially help Cambridge to achieve its vision of being a low-carbon city, with associated advantages in terms of competitiveness.</p> <p>Option 45 would likely result in positive effects across nearly all of the sustainability themes. This is because a requirement for levels of carbon reduction beyond those required under Part L Building Regulation, and zero carbon homes, would contribute positively to radically reducing carbon emissions across Cambridge. In addition, the Option leaves flexibility for more stringent targets where specific sites are well situated relative to sustainable infrastructure. This will benefit Cambridge's position as a competitive city, as sustainable forms of transport would be promoted to reduce emissions, as would energy efficiency and renewable energy technologies. In addition to the hierarchical approach adopted, renewable energy provision could still be incorporated into schemes to meet the required reduction under the findings of Decarbonising Cambridge<sup>112</sup>. This would help address concerns surrounding fuel security and national targets for renewable energy generation.</p> <p>Option 46 would likely result in positive effects across most sustainability topics, however using carbon reduction targets set under Part L of the Building Regulations is likely to result</p>
45	Detailed targets for onsite carbon emissions reductions in line with the findings of Decarbonising Cambridge	↗	↗	↗	↗	↗	↗	↔	↗	↗	↗	↗	↗	↗	
46	Leave carbon reduction to Building Regulations and continue to operate a percentage renewable energy policy	↗	?	↗	↗	↗	↗	↔	↗	↗	↗	↗	↗	↗	

<sup>112</sup><http://www.cambridge.gov.uk/democracy/mgConvert2PDF.aspx?ID=2315>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
															<p>in fewer initiatives and less drive to reduce carbon as much as Decarbonising Cambridge suggests is viable. The proposed continued requirement to apply the Merton Rule in carbon reduction would ensure opportunities to reduce energy demand through renewable technologies are maximised. However, this aspect of the policy could be combined into Option 45. Furthermore, by following Part L of the Building Regulations, Option 46 would not cover wider elements of sustainable development, such as the use of materials with low environmental impact, enhancement of biodiversity and consideration of the impact of building design on the health and well-being of building occupants. These elements addressed by Option 44 and 45 are integral to a holistic approach to sustainable development, helping to achieve the Plan’s vision for a low carbon City.</p>
47	Establishment of a Cambridgeshire Community Energy Fund	↗	↔	?	↔	?	↗	↔	?	↗	?	?	?	?	<p>Enabling developers to offset remaining emissions in their carbon reduction targets through paying into a Community Energy Fund is likely to have a positive effect in ensuring greater deployment of energy efficiency, low carbon and renewable energy technologies across Cambridge, meeting the key sustainability issues set out under the City Centre and Climate Change mitigation themes. Further positive effects against these themes can be expected as the Option would help developers reach zero carbon policy compliance. The Option sets out that the fund is likely to invest in schemes that have direct local benefit for Cambridge communities. This could have significant positive effects in improving the well-being of Cambridge residents for example by improving air quality locally and creating a greater sense of community through shared projects locally.</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
48	Renewable and Low carbon energy generation	?	?	↔	↔	?	↗	?	?	↗	↔	↔	↔	↔	This Option is likely to have a positive effect on key issues identified under the climate change mitigation and renewable energy theme, such as ensuring greater deployment of renewable energy technologies, and reducing carbon emissions from new developments. It will also provide opportunities to reduce energy demand as renewable technologies are maximised, which has been identified as important for the City Centre. The impact on the economy is uncertain as a requirement for supporting the development of renewable and low carbon energy projects may affect the viability of schemes, however, it would also provide a cost effective way for developers to meet their carbon reduction obligations, and could be positive in positioning Cambridge competitively in terms of energy security and leading in low carbon initiatives. While looking to promote renewable and low carbon energy generation, there will be a need to balance other objectives such as the protection and enhancement of the historic environment and biodiversity in Cambridge.
49	Climate Change Adaptation	↗	?	?	?	↗	↗	↗	↗	↗	↗	↗	↗	↗	The Option proposed should enable new and existing communities to be capable of adapting to climate change, as the issues identified in the SA Framework seek to protect and enhance natural flood risk management and to enable developments to adapt to other climate change impacts. There should be a positive effect on climate change mitigation, as the highest standards in low carbon design will be encouraged in building design and construction. The role of landscaping, such as green roofs and enhanced tree canopies, is likely to improve habitats for biodiversity and reduce fragmentation. Similarly, measures to further urban greening will capitalise on the opportunity for green infrastructure to help Cambridge adapt to climate change impacts, with subsequent positive effects on reducing flood risk, urban cooling and maintaining communities' access to green infrastructure. Urban greening could also have a positive effect on landscape and townscape.
50	Consequential Improvements policy (to homes	↔	?	↔	↗	?	↗	?	?	↗	?	?	?	?	In the case that Building Regulations are not amended to apply requirements for consequential improvements to all existing domestic buildings that undergo works to increase habitable space, Option 50 would contribute to carbon emission reduction targets.

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
	and non-residential buildings where Part L requirements would not currently apply)														As a result, this Option should help secure energy efficiency improvements and encourage high standards in low carbon design. Retrofitting water conservation measures to existing buildings, as proposed under this Option, should secure positive effects for high standards of water efficiency and reduce pressure on water scarcity in the region. The impact on heritage assets remains uncertain as the appropriate conservation of assets will be dependent on actual implementation of this Option within the historic environment.
51	Develop a comprehensive integrated water management policy	↗	↔	?	↗	↗	?	?	↗	↗	↗	↗	↗	↗	This Option should have positive effects on ensuring all developments incorporate sustainable drainage systems to minimise surface water flood risk. Surface water management will result in the protection of existing natural flood risk management infrastructure, such as green open spaces, which is likely to bring further benefits associated with improving the health and well-being of Cambridge residents, and maintaining biodiversity. Under this Option water sensitive design such as the integration of multiple small ponds rather than one large pond will be of high quality and could therefore contribute to improved visual amenity. As a result of improved surface water management, benefits can be expected with regards to biodiversity enhancement and improvements in water quality.
52	Water efficiency - water neutrality	↔	?	↔	↗	↔	?	?	↔	?	↔	↔	↔	↔	Water neutrality results in the most positive effects against the sustainability themes, as it is the most radical in terms of addressing the severe water stress identified in Cambridge's Water Resources Management Plan. Out of the proposed Options water neutrality would ensure overall demand would not increase and potentially decrease in the longer term with future water saving measures. The effect on reducing carbon emissions is uncertain, as the Water Cycle Strategy found that carbon emissions can actually increase with water neutrality

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
53	Water efficiency – 80l/head/day	↔	↗	↔	↗	↔	↗	?	↔	↗	↔	↔	↔	↔	<p>as the use of rainwater and grey water harvesting at a community scale requires a lot of pumping, which has associated emissions. The key benefits from water neutrality would be preserving Cambridge’s scarce water resources and minimising the environmental, social and economic impacts from over extraction.</p> <p>From an economic perspective this Option (water neutrality) could place Cambridge in a competitive position as it would be at the forefront of water efficiency initiatives. However, it is also the most expensive Option presented.</p>
54	Water efficiency – 150l/head/day	↔	↗	↔	↗	↔	↗	↔	↔	↗	↔	↔	↔	↔	<p>Option 53 requiring 80 litres per head per day would result in the same benefits to Option 52 but to a lesser extent. This is due to the fact that there would be a net increase in water used in Cambridge per year, which may exacerbate the existing water stress in the area as identified by the key sustainability issue 'place no additional pressure on water scarcity in the region'.</p> <p>Requiring 105 litres per head per day would still result in increased water efficiency and reduce per capita water consumption as Cambridge currently has an average per capita water use of 151 litres per day. Both these issues are identified in the SA Framework. In addition the economic impact could be positive as this is the lowest cost option with regards to the associated water supply infrastructure. However, there would be a net increase in water used in Cambridge, which could overtime create additional pressure on water scarcity in the region. In addition, the contribution to carbon emission reductions would be less than the above Options.</p>
55	Water efficiency – non domestic buildings (highest level)	↔	↗	↔	↗	↔	↗	?	↔	↗	↔	↔	↔	↔	<p>Requiring all non domestic developments be designed to the highest water efficiency levels will more expensive compared to Option 56. However, as expected Option 55 results in the most significant positive effects against the sustainability topics, as it is the most radical in terms of addressing the severe water stress identified in Cambridge’s Water Resources Management Plan. From an economic perspective, whilst this option is the most expensive, it</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
56	Water efficiency – non domestic buildings (high level)	↔	↗	↔	↗	↔	↗	?	↔	↗	↔	↔	↔	↔	<p>would place Cambridge in a competitive position in terms of leading on water efficiency Initiatives. This Option would result also result in significant carbon emissions savings associated with water production, as overall increases in supply would be kept to a minimum.</p> <p>Requiring a ‘high level’ of water efficiency (Option 56) would result in similar effects against the sustainability topics but to a lesser extent. Although there would be minimal costs associated with this Option, compared to Option 55, both the consumption reductions achieved, and carbon emission reductions from reduced water supply would still be significantly above business as usual levels.</p>
57	Develop a comprehensive flood risk reduction policy	↗	↗	↔	?	↗	↔	↗	↔	↗	↗	↗	↔	↔	<p>Addressing flood risk has been identified as a key issue across much of Cambridge. This Option should ensure that design considerations in new developments meet the potential for increased flood risk in the future helping to address the issues identified under the Flood risk sustainability theme. The flood risk reduction measures proposed, such as the management of flow routes that result from surface water flooding, should help ensure the continued high quality of the city centre as a place to live, work and spent leisure time.</p>
58	Develop water body quality policy	↗	↔	↔	↗	↔	↔	?	↗	↗	?	?	?	?	<p>This Option should improve the water quality of Cambridge’s water courses meeting the key issue identified for Cambridge’s water courses to be in line with the Water Framework Directive requirements.</p> <p>Enhancements to open green space where there are water bodies may have positive effects on the issues identified under the ‘communities and well-being’ theme, such as protecting and enhancing open space provision. The contribution of waterside developments in improving water quality and the ecology of water bodies is likely to have a positive effect on ensuring that new development does not adversely impact on biodiversity. Improving the quality of water bodies in Cambridge may also have positive implications on the quality of</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
															the public realm.
59	Develop a green roof policy	?	↔	↔	↗	↗	↗	?	↗	↔	↗	↗	?	?	<p>Through the enhancement of the natural environment and landscape the development of intensive and extensive green roofs could result in positive effects on water attenuation rates through improvements in surface water management. This can contribute positively to reducing flood risk including climate change adaptation. Similarly, green roofs can reduce urban heat island effects, and therefore all contribute positively to climate change adaptation.</p> <p>This Option is likely to result in improvements to water quality and therefore contribute to the issue of the quality of Cambridge’s water courses identified in the SA Framework. Positive effects on the issues under the biodiversity theme can also be expected, as opportunities for green infrastructure for habitats would increase. This could also have positive effects on carbon reduction also identified as a key issue. As the Option states, the policy would require careful consideration of the appropriateness of green roofs when dealing with heritage assets, to mitigate any adverse effects. This would particularly be the case if green roofs were required on all buildings, as is suggested by one of the variations set out within this option.</p>

**SUMMARY:**

The proposed Options for sustainable development, climate change, water and flooding generally result in positive or significantly positive results against the sustainability themes. Option 45 suggesting targets in line with the findings of Decarbonising Cambridge resulted in the most positive effects. By requiring levels of carbon reduction beyond those required under Part L Building Regulation, and zero carbon homes, this option would contribute positively to radically reducing carbon emissions across Cambridge, a key issue identified in the SA Framework. In addition, the Option leaves flexibility for more stringent targets where specific sites are well situated relative to sustainable infrastructure, which could further the aforementioned positive effects. Similarly, striving for water neutrality resulted in the most significant positive effects amongst the water efficiency Options, as it is the most radical in terms of addressing the severe water stress identified in Cambridge’s Water Resources Management Plan. In deciding how stringent adopted targets should be, the effect on maintaining Cambridge’s position as one of the UK’s most competitive cities should be considered. Taking radical and leading stances in terms of carbon reductions and water/energy efficiency is likely to have a positive effect. However, it should be noted that the more radical measures are likely to be more expensive and could potentially affect the viability of

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
schemes, making Cambridge less attractive to developers.															

## DELIVERING HIGH QUALITY PLACES

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape / heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
60	Strategic Priority – Delivering High Quality Places	↗	↗	?	?	?	?	↗	↗	↗	?	?	?	?	This option should have a positive effect on communities and well-being issues in Cambridge as it aims to deliver high design quality helping to support the quality of life and amenity for residents and visitors. The support to continue Cambridge’s tradition as a creative and innovative City is likely to have positive effects on the vitality of the City Centre and local economy. Positive effects may result on biodiversity and green infrastructure as the supporting option text indicates that the high quality design includes the buildings and spaces around them.
61	Criteria based responding to context policy	↗	?	↗	?	↔	?	↗	↗	↗	↗	↗	↗	↗	This Option will ensure the protection and enhancement of the historic environment through the appropriate design of new developments and sensitivity to existing landmark features. It should also help contribute to improving the quality and distinctiveness of the public realm helping address key issues regarding landscape,

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape / heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
															townscape and cultural heritage.
62	Criteria based policy for delivering high quality places	↗	↗	?	↔	↔	?	↗	?	↗	↗	↗	↗	↗	Setting out comprehensive criteria for the quality of new developments including aspects such as designing out crime, enhancing public realm and considering those with disabilities is likely to have positive effects on key issues regarding communities and well-being including helping protect and enhance community, leisure and open spaces and support the provision of affordable and intermediate housing. All areas in Cambridge are likely to benefit from the inclusion of criteria such as the integration of landscape design, inclusion of public art and proactive management and maintenance of development. Effects of this policy on the Biodiversity, Transport and Climate change themes are uncertain when taking this option in isolation. However, other policies in the plan address criteria relating to these aspects, which could contribute positively to Delivering High Quality Places, for example sustainable design and construction options.
63	Criteria based policy for the design of buildings	↗	↗	↗	↗	↗	↗	↗	?	↗	↗	↗	↗	↗	This Option should contribute positively to the maintaining the character and quality of the City's historic environment, through its specific reference to the need for new buildings to be of the highest architectural quality. Criteria requiring integrated design appropriate to the locality, that are convenient, safe and accessible should all contribute to addressing many of the community and well-being issues. The specification for buildings to be constructed in a sustainable manner and easily adaptable should help meet changing lifestyles/ownership and future climate change. This Option is also likely to provide opportunities to reduce energy demand through increased deployment of energy efficiency technologies, for example. This is covered in more detail by proposed options in other sections of the plan. Economic benefits could result as a high level of architectural quality may attract people to Cambridge, therefore contributing to addressing the issue of continued vitality in the

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape / heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
															City Centre.
64	The Design of Public Realm, Landscape and other External Spaces	↗	?	?	↗	↗	↗	↗	↗	↗	↗	↗	↗	↗	This Option is likely to result in positive effects across the majority of the sustainability topics. Criteria requiring high quality design of the public realm should help contribute to improving accessibility for all members of society and contribute to creating vibrant and inclusive communities and positive health outcomes. Measures to 'green' the City are likely to further this benefit, and also increase the provision of green infrastructure. Requirements to integrate surface water management proposals into the overall design should help address key issues relating to flood risk and climate change adaptation.
65	Requirement for the production of design codes in respect of growth areas for all outline planning applications	↗	?	?	↔	↔	↔	?	↗	?	?	?	?	?	The requirement for proposals in growth areas to produce a design code could have a positive effect on several of the sustainability topics, especially if it results in planning applications being submitted in line with these design codes. This is due to the role of design codes in instructing and advising on the physical development of an area. For example, factors such as density and access, which can contribute to improve well-being and local amenity, or the design of open spaces which could benefit biodiversity in Cambridge However, the full effect of this Option at this stage as it is dependent on the actual implementation of the design codes, and not simply on the requirement of having one or not for all applications This is the case for areas in North, South, East and West Cambridge where some of the growth areas are located.
66	Criteria based policy for alterations and extensions to existing buildings	↗	?	↗	↔	↔	↔	↗	↗	↗	↗	↗	↗	↗	Implementing criteria for the extension and alteration of existing buildings should help ensure that alterations are sensitive to existing local character, particularly within the conservation areas.  Criteria relating to the design of alterations should help maintain amenity of neighbouring residents. The requirement to ensure no adverse impact on gardens,

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape / heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
															<p>trees or wildlife features should also help contribute positively to the key identified biodiversity issues.</p> <p>The effects of this Option should benefit all areas in Cambridge.</p> <p>Other proposed options in the plan cover issues related to the delivery of extensions, such as Water efficiency, and Sustainable design and construction.</p>
<p><b>SUMMARY:</b></p> <p>The Delivering High Quality Places Options generally perform positively against the sustainability topics. The Options should ensure that new and existing development proposals will be delivered to a high quality of building design, set within attractive and functional public realm and integrated effectively into the local and wider cityscape. In particular, Options relating to the protection and enhancement of landscape, townscape and cultural heritage perform well against the related sustainability topics. The Option to require the production of design codes for all outline planning applications, is likely to contribute positively to improving the quality of Cambridge’s built and natural environment. Delivering High Quality Places is closely linked with several other options set out in the plan, including aspects such as sustainable design and construction, water efficiency, flood management, biodiversity and green infrastructure. In combination with the Successful Places options, these related options will apply to any new development and will therefore be influential in addressing issues identified under this appraisal of Successful places.</p>															

## PROTECTING AND ENHANCING THE HISTORIC AND NATURAL ENVIRONMENT

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ /heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
67	Protecting and enhancing the historic and natural environment	↗	?	↔	?	↗	↗	↗	↗	↗	↗	↗	↗	↗	<p>This option should ensure that new development contributes to the protection of the city’s historic assets and improvements in its environmental quality. In doing so this option should help address key sustainability issues relating to landscape, townscape and also the impact on biodiversity, The option should benefit all areas in the city, particularly those wards where significant population growth is anticipated. Specific reference to improving air quality and increased tree cover should also help improve the health and well-being of residents and contribute to mitigating and adapting to the effects of climate change.</p>
68	Protection and enhancement of Cambridge’s historic environment	↔	?	↔	↔	↔	↔	↗	↔	↗	↗	↗	↗	↗	<p>This option is likely to help protect or enhance the city’s heritage assets while also recognising the context of their setting helping address key sustainability issues identified within conservation areas, the landscape, townscape and cultural heritage topics. Recognition of the significance of the historic environment should give it added protection and may indirectly ensure new development is of appropriate design and scale. This option should have positive effects across all areas, in particular the Conservation Areas and the historic core.</p>
69	Protection of Buildings of Local Interest and development of a local list	↔	?	↔	↔	↔	?	↗	↔	↗	↗	↗	↗	↗	<p>By increasing the levels of protection afforded to Buildings of Local Interest this option should help to protect the character and distinctiveness of the built environment in all areas of Cambridge. The retention of buildings could potentially impact the viability of some development schemes including much needed housing/office provision. Furthermore, the protected status of some buildings may reduce the opportunities to deploy energy efficiency and renewable energy</p>

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															technologies.
70	Works to heritage asset to address climate change	↔	?	↔	↔	↔	?	↗	↔	↗	↗	↗	↗	↗	This option's hierarchical approach to carrying out works to heritage assets should ensure their protection and enhancement and help promote the character and distinctiveness of Conservation Areas and the wider city. The extent to which such works will help contribute to addressing climate change through improved energy performance is unclear, particularly given existing requirements to comply with Part L of the Building Regulations.
71	Shopfronts and signage policy	↔	↗	↔	↔	↔	↔	↗	↔	↗	↗	↗	↗	↗	This option should contribute to addressing key sustainability issues relating to the protection and enhancement of the built environment and maintaining and improving the quality of the city. This option may also result in economic benefits obtained through maintaining and enhancing the attractiveness of district and local centres as places to work and spend leisure time.
72	Criteria based tall buildings policy	?	?	↔	↔	↔	↔	↗	↔	↗	↗	↗	↗	↗	All aesthetic considerations involve some uncertainty. Despite this, the criteria based approach used in options 72 and 73 should offer good protection to the city's townscape. Greater protection would be provided by a limit on the height of buildings. With all options there is an uncertain economic impact. Extensive protection may stifle innovative developments that could contribute positively economically. Alternately, a negative impact on the skyline could hinder economic development, for instance through lost tourism. Option 72 is likely to offer a balanced approach to skyline protection and development opportunity across all areas. Option 73 looks to allocate or protect specific areas, subject to the criteria set out in option 72. Option 74 may vary height limits by location. The details of how such decisions would be made are not provided and so localised effects cannot be effectively appraised.
73	Policy identifying specific areas suitable for tall buildings	?	?	↔	↔	↔	↔	↗	↔	↗	↗	↗	↗	↗	
74	Limits on building heights	?	?	↔	↔	↔	↔	↗	↔	?	?	?	?	?	

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75	*Cambridge Airport Public Safety and Safeguarding Zone	↗	?	↔	↔	↔	↔	↔	↔	↗	?	↗	?	?	This option is likely to have a positive effect on the health and well-being of Cambridge residents. This is likely to have a particularly positive effect in the centre and south of the city where there are currently public safety zones in place. In these areas the zones could contribute to safety and to the success of communities.
76	*Paving over front gardens	↔	↔	↔	↔	?	↔	↗	↗	?	?	?	?	?	As planning permission is already required for non-permeable driveways it is unclear how this option will affect flood risk. The addition of visual amenity and biodiversity related criteria to the consideration of paving proposals is likely to have a positive effect. As this option only applies in a limited number of cases, it is not possible to determine area by area effects.
77	*Protection of SNCI	?	?	↔	?	↔	↔	↔	↗	↗	↗	↗	↗	↗	The use of a criteria based approach to the protection of sites of nature conservation importance will ensure that the conservation of biodiversity in Cambridge is effective and proportionate. Protection will contribute to the quality of the environment in terms of open and green space across the city. The conservation of biodiversity has potentially positive effects on health and well-being. Economically it could contribute positively through protecting ecosystem services, which can include improved water quality.
78	Protection of priority species and habitats	?	?	↔	?	↔	↔	↔	↗	↗	↗	↗	↗	↗	By preventing or mitigating the effects of developments that will directly or indirectly impact upon rare or vulnerable species or habitats, this option should help to conserve threatened biodiversity. This is likely to contribute to the quality of green and open space citywide, along with wider potential benefits from ecosystem service provision.

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79	Enhancement of biodiversity as part of all development proposals	?	?	↔	?	↔	↔	↔	↗	↗	↗	↗	↗	↗	Option 79, 80 and 81 may all result in higher quality green spaces across the City and so could potentially help contribute to providing wider ecosystem services. The extent to which the options contribute to the enhancement of biodiversity varies, with option 79 likely to provide the greatest gains due to its strength as a standalone policy and its recognition of the opportunities for enhancement at all scales of development.
80	Enhancement of biodiversity as part of major developments	?	?	↔	?	↔	↔	↔	↗	↗	↗	↗	↗	↗	
81	Include reference to the enhancement of biodiversity within option 64 (The Design of the Public Realm, Landscape and other external spaces)	?	?	↔	?	↔	↔	↔	↗	↗	↗	↗	↗	↗	
82	Support for Strategic Biodiversity Enhancement Proposals	?	?	↔	?	↔	↔	↔	↗	↗	↗	↗	↗	↗	This option is likely to improve habitat connectivity within Cambridge, helping create a stronger ecological network and contribute to a positive effect on biodiversity as a result. As strategic biodiversity proposals are capable of having a landscape scale influence, a positive effect on green and open spaces could occur across all areas of the city.
83	Trees	?	?	↔	?	↔	↗	↗	↗	↗	↗	↗	↗	↗	The protection of existing trees is likely to contribute positively to maintaining

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															biodiversity, especially in the case of ancient trees and hedgerows, which provide important habitat and ecological connectivity. Given that the presence of trees also contributes positively to visual amenity, this option should also help enhance both the setting of the city and its townscape, as it seeks to protect trees with significant amenity value to the public realm. The retention and enhancement of hedges and trees, is likely to have positive effects on community and well-being, as green and open space is protected. In addition, air quality in and around Cambridge City Centre has been identified as a key issue, and this option is likely to contribute to improved air quality. Positive effects may also result with respect to flood risk, as protecting trees will contribute to enhancing natural flood risk management infrastructure.
84	General Pollution policy	↗	?	↔	↗	↔	↔	↔	?	↗	↗	↗	↗	↗	This option will help protect against pollution and should contribute positively to identified issues relating to health, well-being, and water resources. This option is also likely to improve the quality of the environment more generally across the city while maintaining a safe environment for residents and visitors, in terms of minimum levels of illumination, for example.
85	Air Quality Policy	↗	?	↔	↔	↔	↔	↔	?	↗	?	?	?	?	By preventing developments that would have potential adverse effect on air quality or result in impacts on their users due to the AQMA, this option should help contribute to improved community health and well-being benefits. This option is likely to have a positive effect in the City Centre in helping mitigate any further deterioration in air quality in the existing AQMA. This option's proposal that developments with the potential to cause an AQMA should be declared may help to reduce the risk of a further decrease in the city's air quality.
86	Noise Policy	↗	?	↔	↔	↔	↔	↔	?	↗	↗	↗	↗	↗	By reducing and mitigating the noise impacts of new developments and/or locating in consideration of noise sensitive receptors this option is likely to contribute

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															positively to the health and well-being of potentially affected people. Thus helping reduce annoyance and helping maintain and enhance local amenity. This option should also help mitigate impacts on noise sensitive biodiversity.
87	Contaminated Land Policy	↗	?	↔	↔	↔	↔	↔	↔	↗	↗	↗	↗	↗	This option looks to ensure that new development is appropriate, given potential sensitivities to adverse effects from pollution, and also that the site is suitable for its new use. It is likely that this will provide health benefits through avoided contact with pollutants.
88	Light Pollution Policy	↗	?	↔	↔	↔	↗	↔	↗	↗	↗	↗	↗	↗	By requiring applicants to demonstrate that they have minimised their contribution to light pollution, this option helps to reduce the adverse effects of light pollution, including light spillage. It also maintains appropriate levels for a safe and accessible environment, and helps contribute to local amenity and improved safety. Specific reference to minimising the impact of light on wildlife and the wider landscape should help address key issues relating to Biodiversity and Green Infrastructure issues and Cambridge's Landscape and setting.
89	Visual Pollution Policy	↗	↗	↔	↔	↔	↔	↗	↔	↗	↗	↗	↗	↗	This option has the potential to contribute positively to maintaining and improving the quality of the City Centre as a place to live, work and spend leisure time. This option should also help maintain Cambridge as an attractive tourist destination and contribute to promoting an attractive public realm. This option should also help contribute to maintaining the attractiveness of Cambridge's townscape, particularly in Conservation Areas by promoting their individual character and distinctiveness. This option may contribute positively to helping improve the quality of the public realm in various areas of the city, including North Cambridge.
<b>SUMMARY:</b>															

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<p>The options included in ‘protecting and enhancing the historic and natural environment’ performed well against the majority of the sustainability topic areas. There is some uncertainty over the impact of a number of options. This reflects the difficulties in making firm claims about the wider services that natural and historic assets provide. Option 76 lacks sufficient detail for effective appraisal. It is noted that options have been proposed to provide detail for all of the key issues addressed in the General pollution policy, apart from for Water. This is not considered to have an adverse effect on the Water issues identified in the SA Framework, as option 58, ‘Develop water body quality policy’ should adequately address them. Overall, the majority of these options are likely to have a positive effect on the quality of the natural and the built environment across all areas of the City.</p>															

## DELIVERING HIGH QUALITY HOUSING

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
90	40% or more Affordable Housing	↗	?	↔	↔	↔	?	?	↔	?	↗	↗	↗	?	<p>Option 90 sets out the same 40% target as is currently found in the Local Plan. This option would continue to support the existing target<sup>113</sup> and subsequently maintain some degree of new affordable housing. Option 91 would support increased delivery whilst Option 92 would support a reduced rate of delivery of new affordable housing. The SHMA projected annual demand for new affordable housing outnumbers recent rates of delivery of all forms of housing. A requirement of 30 or 40% is unlikely to support delivery of meaningful numbers of new affordable housing to help meet the overall need in Cambridge. As such implementing Options 90 or 92 may result in limited positive impacts on community well-being due to an under provision of affordable housing. Whilst a lower proportion of affordable housing (30%) may allow other sites, which were not considered by developers to be viable based on 40% affordable housing, to be brought forward, the contribution would be insufficient in relation to the overall need for affordable housing in the City.</p> <p>Option 91 sets out a proportion of 50% or more, which, whilst still delivering significantly fewer affordable homes than are needed, could have a more positive effect on communities. This would be through directly addressing the current need for housing evidenced by the 8,204 applicants currently on the Housing Register (April 2012), and indirectly addressing deprivation. The requirement for such a high proportion may render small to medium size developments unviable (for example between 15-25 dwellings). Therefore this option may need to incorporate some flexibility for smaller sites with viability challenges, to be able to negotiate lower</p>
91	Proportion of Affordable Housing - 50% or more	↗	?	↔	↔	↔	?	?	↔	?	↗	↗	↗	?	
92	Proportion of Affordable Housing - 30% or more	?	?	↔	↔	↔	?	?	↔	?	?	?	?	?	

<sup>113</sup> More recent affordable completions were 2006-2007 (18%), 2007-2008 (12%), 2008-2009 (22%), 2009-2010 (38%), 2010-2011 (33%). Source: <http://www.cambridgeshire.gov.uk/NR/rdonlyres/7E41D19D-52D6-4FEA-BE92-D3797F3CE854/0/TableH16GrosshousingAffordablecompletions.pdf>

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															<p>rates of affordable housing. This would be to prevent it resulting in fewer overall homes.</p> <p>The effects on the economy topic are uncertain. Increased affordable housing delivery may reduce housing cost income deprivation, however due to the extreme affordability challenges in Cambridge (in 2010 the ratio or multiplier of average house prices to average incomes in the city was 9.2), it is unlikely to address employment deprivation, which is identified as a key issue under the economy sustainability theme.</p> <p>Similarly, the effect on climate change mitigation and heritage is uncertain, as it is contingent on the fact that affordable homes are built to the same design standard as market housing, which is not stated in the options text.</p>
93	Lower Qualifying Threshold for Affordable Housing Provision	↗	?	↔	↔	↔	?	?	↔	?	↗	↗	↗	?	<p>Option 93 is in line with the council's current approach, which requires the provision of affordable housing on new developments that are either on sites of over 0.5 hectares or can deliver 15 or more dwellings. Whilst this approach has contributed to providing more affordable housing in Cambridge, and would therefore have positive effects on community and well-being, and potentially on deprivation, there is still a need to provide more. Option 94 could have a positive effect on communities by addressing the current overall need for affordable housing. However, the requirement of provision on such small/sparse sites may render small to medium size developments unviable. Therefore this option should be implemented where there is good evidence to suggest that it is viable to do so, and would not result in the delivery of fewer homes</p>
94	Maintain Current Threshold for Affordable Housing Provision	↗	?	↔	↔	↔	?	?	↔	?	↗	↗	↗	?	

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95	Affordable housing contribution from new Student Accommodation	↗	?	↔	↔	↔	?	?	↔	?	↗	↗	↗	?	<p>Requiring affordable housing under option 95 would respond to the existing demand and need for increased provision. This would contribute positively to community and well-being through the increased delivery of affordable housing, and potential benefits in terms of reducing deprivation. However, there is an important need for student accommodation, as it is key to supporting the university, which helps Cambridge retain its position as one of the UK's most competitive cities. In light of this, Option 95 may have an adverse effect on viability of proposals for student accommodation and in turn lead to fewer proposals for student accommodation. This could exacerbate the existing pressure on the city's housing stock, to house students outside student accommodation.</p> <p>Option 96 has uncertain effects on well-being, as whilst it would not result in an increase in affordable housing provision, it is likely to ensure continued provision for student accommodation with a subsequent release of pressure on the existing housing stock.</p>
96	No affordable housing contribution from new Student Accommodation	?	↗	↔	↔	↔	?	?	↔	?	?	?	?	?	
97	Specified Tenure Mix	↗	↔	↔	↔	↔	↔	↔	↔	?	?	?	?	?	

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98	Tenure Mix	↗	↔	↔	↔	↔	↔	↔	↔	↗	↗	↗	↗	?	Adopting Option 98, whilst making the Council's position on tenure requirements clear, would potentially become out of date as local circumstances change. The Housing Strategy and Affordable Housing SPD could be used to ensure advice on tenure requirements is clearly set out. The Council could however, consider including wording to clarify the definition of Affordable Housing, relative to the revised national definition, to include affordable rent.
99	Institutions / employment related housing	↗	↗	↗	↔	↔	↔	↔	↔	↗	↗	↗	↗	?	By supporting the provision of housing, this option could have a significant positive impact by helping deliver more housing in Cambridge, and by supporting vital services that can influence health and well-being. Economic effects could also be significantly positive, as the housing needs of institutions who contribute to the Cambridge high technology economy can be addressed specifically. Provision of key workers in more central locations may reduce the use of the private car in some instances. The city centre will potentially gain significantly benefits as extra housing provision may allow it to capitalise on opportunities for growing business sectors. Housing support for key staff may also assist employers in the wider city, contributing to reducing deprivation in the North, South and East Cambridge areas.
100	Housing Mix – General Policy (set out that a mix of dwelling sizes and types will be required on sites providing new housing)	↗	↔	↔	↔	↔	↔	↔	↔	↗	↗	↗	↗	?	Maintaining the current approach set out in Option 100 would enable flexibility to adapt to any future changes in housing requirements through the SHMA. This may have a positive effect on community and well-being, as it would continue to encourage mixed and balanced communities with social cohesion. A general policy allows for factors such as the character of an area, site characteristics, and the market and housing need to be taken in account when determining the appropriate housing mix for a site. Whilst enabling the Council's to exercise more control over the mix of housing sizes and types to be achieved on sites providing new housing,

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101	Housing Mix – Specific Levels Policy (specify the mix of housing sizes and types to be achieved)	↗	↔	↔	↔	↔	↔	↔	↔	?	?	?	?	?	Option 101 is much less flexible and would therefore potentially become out of date as local circumstances change. The Housing Strategy and Affordable Housing SPD could be used to set out requirements for housing mix.
102	No specific density policy or requirements – design led approach	?	?	?	↔	↔	?	↘	↔	?	?	?	?	?	Option 102 could potentially benefit community and well-being as it would assess new developments on a case-by-case basis and enable a range of proposals to come forward in response to market demand. Although the option provides scope to take local context into account, there is a risk that developers are overly ambitious in the number of units per site. Overlooking location and surrounding context could have an adverse effect on landscape and cultural heritage. Similarly, the option would allow for taller buildings, which could have a negative effect on townscape.
103	Establish minimum threshold densities in the city centre	↗	?	?	↔	↔	?	↘	↔	?	↗	↗	↗	?	Establishing a minimum density requirement in the City centre, as set out by Option 103, may contribute to maintaining and improving the quality of the centre by making the best use of existing services and public transport links, and by increasing

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104	Establish a minimum threshold of average net density within 400m of district and local centres on high quality public transport routes and transport interchanges	↗	↗	↗	↔	↔	?	↘	?	↗	↗	↗	↗	?	<p>the viability of sustainable transport through a reduction in average journey lengths. However, a minimum density may lead to developers maximizing development opportunities, which could have a detrimental effect on the historic character of the city centre. Outside of the centre, proposals would be judged on a case-by-case basis, taking into account contextual criteria, which could benefit some of the more deprived areas identified in Cambridge.</p> <p>Option 104 is likely to have a positive effect on communities that fall within the areas the Option covers (e.g. District and Local Centres), on the basis that ‘walkable neighbourhoods’ are typically based on a 400m (5 minute walking time) catchment, which this option would enable. Subsequently a positive effect on sustainable transport could be expected as journey lengths are minimised. The option would promote efficient land use and is likely to support existing local facilities, with further benefits for the local economy. It should however be noted that the option would not leave opportunities for context driven design and could therefore result in character changes to existing areas that are typically low density.</p>
105	Minimum density of 30dph for all new development sites	?	?	↗	↔	↔	↗	↘	?	?	?	?	?	?	<p>There is potential to combine options 104 and 105 to maximise the resulting benefits. This would include a minimum average density threshold within the City Centre boundary, a minimum threshold within 400m of District and Local Centres (on transport routes) and for areas outside this, proposals would be judged on a case-by-case basis.</p> <p>Applying a blanket minimum density for all new developments would ensure the efficient use of land, and flexibility to have higher densities at appropriate sites. This may contribute to reducing carbon emissions through shortened journey lengths and the subsequent increased viability of sustainable transport modes. However,</p>

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															the Option 105 does not take into account specific context or allow for a design driven approach. This could result in sustainable locations that are suited to higher densities, e.g. the City Centre or areas around District and Local Centres not being optimised. Conversely, it does not allow for one-off low density development if required in specific circumstances, which could adversely affect areas for example those containing heritage assets.
106	Minimum standards based on the level of occupancy	↗	?	↔	↔	↔	?	↔	↔	↗	?	↗	?	?	Option 106 is likely to ensure that the design and size of new homes will meet the needs of the existing and future population. Its focus on standards based upon bedspaces over bedrooms offers a more meaningful metric than bedrooms alone. Dwellings of a more suitable size may allow older people wishing to downsize an increased opportunity to do so. The London Housing Design Guide sets out space standards based on occupancy, in line with Option 106. These new mandatory minimum space standards are intended to ensure that all new homes in London are fit for purpose and offer the potential to be occupied over time by households of all tenures. Option 106 is therefore likely to significantly increase the quality of the city centre as a place to live. However, this option could affect the viability of some constrained development sites. Option 107 offers a less fine grain approach to improved space standards, based around the type of dwelling. Whilst this approach will likely deliver lower standards of design and size in comparison to option 106, it may reduce the burden placed on developers. Improved standards will nonetheless potentially result in some constrained sites being undevelopable.
107	Minimum space standards based on a range of dwelling types	↗	?	↔	↔	↔	?	↔	↔	↗	?	↗	?	?	
108	Minimum space standards for private outdoor amenity space only.	↘	?	↔	↔	↔	?	↔	↔	↘	?	↘	?	?	By specifying no space standards, as in option 110, there would be no further

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109	General provision of private outdoor amenity space	↗	?	↔	↔	↔	↔	↗	?	↗	↗	↗	↗	↗	requirements placed on developers. This may boost the provision of affordable and intermediate housing. However, it is likely that this approach would lead to a negative effect on the design and size of new homes. This may make successful communities less likely within the urban extensions of South Cambridge (as identified in the scoping report) and potentially reduce the quality of the city centre as a place to live.
110	No space standards specified.	?	?	↔	↔	↔	↔	?	?	?	?	?	?	?	By providing space standards for private outdoor amenity space, this option will potentially enhance open space provision citywide, with the possibility of associated gains in well-being. It may result in some sites being undevelopable due to space constraints, with a potentially negative effect on affordable and intermediate housing provision. It may significantly improve the quality of the city centre as a place to live. Option 109, would encourage developers to provide an area of outdoor amenity space. However, this option does not provide specific space standards. This openness to interpretation makes the effect of this option uncertain across all relevant sustainability topics.
111	Lifetime homes standards applied to all new housing developments	↗	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	All Options would contribute towards addressing the pressing need to ensure the design and size of new homes meet the current and future needs of Cambridge's population, which is of growing importance as people live into older age, with higher rates of disability, as older people survive longer e.g. following a stroke or CHD. While the Government's strategy requires all new housing built with public funding to meet the Lifetime Home standard it is for Cambridge to decide to what extent this standard should apply to new private housing development. Option 111

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112	A proportion of new homes to meet lifetime homes standards	↗	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	<p>would achieve a significant increase in the supply of more flexible and adaptable housing, providing increased choice of housing, regardless of age or disability. However, the Lifetime Homes standards may reduce viability and so reduce the volume of housing delivered.</p> <p>Option 112 will maintain current rates of Lifetime Homes, increasing overall supply to meet the needs of older and disabled people. There is a risk that developers' decisions on the size and location of the Lifetime Homes standards could reduce open market housing options e.g. for families with disabled household members seeking a larger house, if it is mainly 1 or 2 bed apartments built to Lifetime Home Standards. Likewise, there is a risk that, without specifying otherwise, developers could meet their obligation entirely within Affordable Housing type housing. This would fail to improve choice for older and disabled people seeking housing within the market sector.</p>
113	A proportion of new homes that meet the Wheelchair Housing Design Standard	↗	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	<p>Option 113 would help deliver greater housing choices to wheel chair users. The 10% requirement adopted in London provides a benchmark guide for the proportion needed. The Option would be strengthened by stating that provision should be across a range of house sizes, to meet the needs of a range of households of differing sizes with one or more wheelchair using household members. This option (113), alongside a policy requiring a higher proportion of Lifetime Home Standards, would enhance the range of housing suited for an ageing population and the specific needs of older and disabled people. A combined policy would need to be clear on whether the Wheelchair provision should be on top of Lifetime Home requirements or within Lifetime Home Standards requirements.</p>

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114	Criteria based policy for small scale residential development and infill development in the rear of gardens	?	↔	↘	↔	↘	↘	↔	↘	?	?	?	?	?	This Option is likely to help increase delivery of much-needed new housing in Cambridge. However, this is likely, depending on location, to be at the cost of biodiversity and green infrastructure, flood risk including climate change adaptation, and landscape. However, in areas of existing low density development or where existing buildings are demolished, this policy could potentially achieve new housing without compromising sustainable communities. Potential adverse effects of this Option would be most acutely felt in areas already experiencing significant pressure on green space within the urban area. This Option is likely to increase pressures on levels of personal car use, including pressures on car parking,
115	Policy to restrict infill development in rear gardens	?	↔	?	↔	?	?	↗	↗	?	?	?	?	?	This Option should consider requiring any infill developments to be car free and provide adequate provision for cycle parking in line with that proposed in Options 189 and 192, except in exceptional circumstances (e.g. to enable provision for dedicated car parking for a wheelchair accessible home).  The Option to restrict infill development (115) would potentially restrict the potential delivery of much needed housing, although the wording to require ‘very specific local circumstances’ suggests this option would be developed to minimise its application. It would help contribute positively to addressing many sustainability issues relating to biodiversity and green infrastructure and maintaining local townscape. This Option would still support development. The extent to which this Option would affect Transport, Flood Risk, Climate Change and particular areas is uncertain due to lack of detail.

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
116	Criteria based policy for HMOs	↗	↔	?	↔	↔	?	?	↔	?	?	?	?	?	Option 116 is likely to contribute positively to Communities and Well-being issues helping provide additional accommodation while ensuring criteria to minimise the potential adverse impacts on neighbouring residential amenity. Option 116 criteria based policy for HMOs would enable HMOs to continue to address a proportion of the affordable housing needs of students, young people and small households reliant on welfare for housing, including those affected by welfare reform challenges to affordability. Criteria should enable actual and perceived threats to amenity to be managed. Where high concentrations of HMOs in an area arise, the Option 116 may be inadequate to address these amenity concerns.
117	Specialist Housing	↗	↔	↗	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	This Option will positively contribute to addressing key issues identified in the Communities and Well-being Topic. In particular, it will support the provision of accommodation for the existing and future population, including older people, disabled people, including those with learning or mental health conditions and those in poor health. Specific consideration to the proposal's provision of suitable and safe amenity space and its proximity to local shops, services and community facilities should support residents' well-being and provide easy access to sustainable forms of transport. However, there is a risk that these criteria, if imposed inflexibly, could be used as a means of resisting location of specialist housing in neighbourhoods, restricting options for the location of such provision unfairly, especially where the intended usage is to house particular groups, e.g. young people on remand, people with mental health conditions.
118	Opportunities for providing new housing	↗	↔	↔	↔	↔	↔	↔	↔	↔	?	?	?	?	This Option cannot be effectively appraised as it is not an Option per se, but an option on whether there should be a policy or not. It is assumed that this Policy would aim to maximise the provision of new housing while ensuring it does not lead to the loss of family accommodation; and that any proposal is built to Decent

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															Homes Standards and Housing Health and Safety Rating System, and would not lead to overcrowding. In this case this Option would help ensure the size and design of new homes are appropriate to the existing and future population and reduce housing pressure on other land uses, such as open space; thus helping to contribute positively to the Communities and Well-being Issues. The extent to which this Option would affect different areas in Cambridge is uncertain.
119	Criteria based policy for the location of Gypsy and Traveller sites	↗	↔	↗	↔	↗	↗	↗	↔	↔	?	?	?	?	This Option is likely to lead to positive effects on a number of Sustainability Topics. The Options specific reference to provision of site(s) within easy access to local services and play and residential amenity spaces should help contribute positively to addressing a number of the Community and Well-being issues. Recognition of flood risk, site contamination and noise would also help address Community and Well-being issues and ensure account for the potential environmental, economic and social cost of flooding both now an in the future. Including criteria to protect local amenity through appropriate landscaping should help maintain and/or improve the appearance and character of the local area. The extent to which this Option would affect different areas of Cambridge would depend on site specific proposals. However, these criteria should be applied in a manner and to a degree that is consistent with that for other forms of new accommodation, to avoid unreasonably discriminating against Gypsies and Travellers in the allocation of new sites, given the significant need for accommodation and the health and well-being costs arising from existing under-provision.
120	Residential Moorings	↗	↔	↔	↗	↗	↔	↔	↗	?	↗	↗	?	?	Residential moorings have the potential to make a limited contribution to increased housing supply, and when coupled with this option to ensure adequate services, access, and the protection of amenity, should contribute positively to communities and well-being. Criteria to ensure that the ecological value of waterways is maintained should positively influence biodiversity and protect water quality. Flood

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
															risk management of moorings will bring benefits, potentially helping to address flood risk issues in North and South Cambridge.
<p><b>SUMMARY:</b></p> <p>The housing options proposed result in a combination of positive, negative and uncertain effects against the issues highlighted in the SA Framework. Given that the SHMA projected annual demand for new affordable housing outnumbers recent rates of delivery of all forms of housing, the 50% target, set out under Option 91 for affordable housing provision, is most likely to have a positive effect on communities through addressing housing need. However, to prevent the option resulting in fewer overall homes, it may need to incorporate some flexibility for smaller sites with viability challenges to be able to negotiate lower rates of affordable housing. Similarly, lowering the qualifying threshold for affordable housing provision, as set out under Option 93 could have a positive effect on communities by addressing the current overall need for housing. Although Option 95 would contribute positively to an increased delivery of affordable housing, there is an important need for student accommodation in Cambridge and the Option could have an adverse effect on viability of proposals for student accommodation, leading to fewer proposals for student accommodation. This could exacerbate the existing pressure on the city's housing stock, to house students outside student accommodation. The appraisal indicates that whilst Option 97 would make the Council's position on tenure requirements clear, it would potentially become out of date as local circumstances change. Under Option 98 the Housing Strategy and Affordable Housing SPD could be used to ensure advice on tenure requirements is clearly set out. The council could also consider including wording to clarify the definition of Affordable Housing, relative to the revised national definition, to include affordable rent. In light of the Options proposed for density, there is potential to combine options 103 and 104 to maximise the resulting benefits, e.g. a positive effect on sustainable transport as journey lengths are minimised. This would include a minimum average density threshold within the City Centre boundary, a minimum threshold within 400m of District and Local Centres (on transport routes) and for areas outside this, proposals would be judged on a case-by-case basis. Applying a blanket minimum density for all new developments resulted in few positive effects against the issues in the SA Framework.</p>															

**BUILDING A STRONG AND COMPETITIVE ECONOMY**

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
121	Building a Strong and Competitive Economy	?	↗	?	↔	↔	↔	↔	↔	↗	?	?	?	?	This Option should help maintain the City’s position as one of the UK’s most competitive cities by capitalising on its existing strengths in higher education, research and knowledge based industries. The city centre is likely to benefit from the focus on strengthening its retail and tourism offering. The extent to which it will reduce education and employment inequalities and manage potential growth in transport is unclear.
122	Continue with Selective Management of the Economy Unamended (employment uses that have an essential need for a Cambridge location or provide a service for the local population are given positive support)	?	↗	↔	?	↔	↔	↔	↔	↗	?	?	?	?	It is not clear the extent to which the Selective Management Option is responsible for Cambridge’s historic and current economic success. However, it is likely that this Option would contribute positively to Cambridge’s economy and City Centre. The amended selective management Option should provide additional flexibility, also capitalising on contribution to the local economy from high tech industries which is not currently realised.  A market based approach would free up investment in new employment land and may result in a more efficient use of employment space. However, this approach may not be the most economically efficient for the city as a whole.
123	Amend Selective Management of the Economy to	?	↗	↔	?	↔	↔	↔	↔	?	?	?	?	?	

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
	include some additional uses														
124	Discontinue the policy of Selective Management of the Economy	?	?	↔	?	↔	↔	↔	↔	?	?	?	?	?	
125	Continue with Protection of Industrial and Storage Space Unamended	↗	?	↗	↔	↔	↗	↔	↔	?	?	?	?	?	Option 125 should contribute positively to ensuring a diversity of work opportunities with good transport accessibility. However, it will be important to ensure that protection status should match the identified need.
126	Amend the policy of Protection of Industrial and Storage Space by deleting all protected sites	?	↗	?	↔	↔	?	↔	↔	?	?	?	?	?	Applying a city wide approach (Option 126) to protection of industrial storage space would enable a more efficient use of available land while still offering a degree of protection through the use of existing criteria. Option 126 could help deliver higher levels of low skilled job opportunities compared to Option 125 helping address issues relating to income and employment deprivation.
127	Amend the policy of Protection of Industrial and Storage Space to encourage other forms of employment development	↗	?	?	↔	↔	?	↔	↔	?	?	?	?	?	Providing additional flexibility based on specific criteria which would address the mis-application of Option 125 (this policy has not succeeded in preventing the loss of industrial floorspace in the past) should provide greater opportunities to address community and well-being and economy related issues, particularly whereby criteria allow change of use to reduce employment inequalities.

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
128	Do not protect office space	?	?	↔	?	↔	?	↔	↔	?	?	?	?	?	There is likely to be a medium term shortage of office space in Cambridge. By not protecting office space this situation could be exacerbated. The extent to which this would impact the Cambridge economy is not clear and would depend on the value added by other proposed uses.  Protecting office space would ensure provision for small and growing businesses (an identified need) adding to the diversity of the Cambridge economy.
129	Protect office space	?	↗	↔	?	↔	?	↔	↔	?	?	?	?	?	
130	Continue to promote cluster development	↔	↗	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	This Option should help to facilitate development and support Cambridge as an internationally recognised high tech centre where it is used. However if it were to be discontinued is unlikely to have any significant effect on the sustainability topics due to the infrequency of its application.
131	Do not promote cluster development	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	
132	Promote social shared spaces (involving a mix of uses in employment areas)	?	?	↔	↔	↔	↔	↔	↔	↗	?	?	?	?	The promotion of social spaces involving a mix of uses could potentially contribute to a diverse economic and social mix through provision of a variety of employment / social spaces tailored to particular local need. Provision of attractive shared social spaces could help reduce pressure on city centre office space. Whether the attractiveness of peripheral employment sites will improve with time is not known, and the likely success of this Option on meeting sustainability objectives is unclear without further detail on what form the shared social spaces could take.  Compared to the above Option 132 a market based approach may mitigate the risk of unintended consequences or financial implications for developers, particularly given the uncertainty over what shared social spaces would take.
133	Do not promote shared social spaces	?	↗	↔	↔	↔	↔	↔	↔	?	?	?	?	?	
134	Densify existing employment areas	↗	↗	?	↔	↔	↗	↗	↗	↗	?	?	?	?	Cambridge faces significant development constraints and opportunities to maximise

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
135	Do not densify existing employment areas	↘	?	?	↔	↔	?	?	↘	?	?	?	?	?	<p>the sustainable development of employment sites should be pursued. Densification would likely result in reducing pressure on Cambridge’s landscape/townscape and green infrastructure. Through increasing density in peripheral employment sites, this Option would also enable greater opportunities to develop inclusive and attractive shared spaces on employment sites.</p> <p>Concerns regarding change of use as a consequence of densification could be mitigated by applying protective criteria. Densification of employment sites is likely to increase the viability of new sustainable transport provision but overall, could also contribute to greater pressure on surrounding transport infrastructure. This Option (135) could result in reduced opportunities to develop more social spaces due to increased pressure on land values.</p>
136	General shopping policy that applies to all centres	↗	↗	↗	↔	↔	↔	↗	↔	?	?	?	?	?	<p>This Option, based on existing policies would likely result in consent of similar shopping provision as provided to date. Although this would provide greater support for diversity of shopping provision by restricting change of use from small shops to larger units and requiring that large shopping developments provide a proportion of small shops. Furthermore, the encouragement of housing development on upper floors should contribute to meeting the City’s housing shortage and provision of smaller (1/2 bed) homes.</p>
137	Separate policy options for different types of centre	↗	↗	↗	↔	↔	↗	↗	↔	↗	↗	↗	↗	↗	<p>This Option (137) would provide the opportunity to tailor change of use criteria appropriately at the City, District and Local centre level; thus helping better address their different requirements more effectively. In particular this approach could protect and support provision of convenience shopping in district and local centres, an identified sustainability issue. Meeting local need more effectively should help reduce the need to travel and help mitigate climate change impacts.</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
138	Neighbourhood Shops (protection of individual shops or small groups of shops not in an identified centre)	↗	?	↗	↔	↔	↗	↗	↔	↗	↗	↗	↗	↗	Neighbourhood shops provide essential community services, particular for those with limited mobility and can add to the identity and character of an area. They also limit the need to travel helping reduce transport related emissions. Should market forces result in neighbourhood shops found outside identified centres becoming unviable economically, change of use criteria could facilitate change to alternative uses in exceptional circumstances, where sufficient evidence is available.
139	No policy on neighbourhood shops	?	?	?	↔	↔	↔	?	↔	↔	?	?	?	?	This Option (139) represents the status quo. Evidence indicates neighbourhood shops are being lost to other uses such as housing. The extent to which this would impact local community and well-being, economy, transport and local distinctiveness/character is unclear.
140	New foodstore in NW Cambridge	↗	↗	↗	↔	↔	↗	?	↔	↔	↗	↔	↔	↗	There is an identified need for improved provisions of convenience shopping in North West Cambridge which this Option should address. This provision is likely to reduce the need for local residents to travel by private car to access other foodstore at more distant locations helping mitigate climate change impacts. This should also help improve air quality along routes into the city centre improving local amenity. The Option's requirement that the foodstore should be designed to integrate within local centres should help preserve local townscape character.
141	Convenience Shopping (location and scale of associated developments)	↗	↗	↗	↔	↔	↗	↔	↔	↗	↗	↗	↗	↗	A Option permitting only small scale development of further convenience floorspace and potential restrictions on the amount of non-food (comparison) good sold in food stores may help ensure a variety of offerings, meeting the needs of all communities. It is also likely to maintain local competitiveness and safeguard the diversity of independent shops. All areas of Cambridge would benefit from this Option.

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142	Retail Warehousing (limits any further retail warehouse development)	↔	?	↗	↔	↔	↗	↔	↔	?	↔	↔	↗	↔	Restricting further retail warehousing to bulky goods should, in the longer term, help restrict the further development on Newmarket Road of stores that would otherwise be found on the high street. This Option should not increase traffic levels along Newmarket Road which is already very congested. The effect of this Option on the city centre is unclear and would be dependent on criteria for demonstration of 'significance' and assessment of potential cumulative impacts from multiple developers.
143	Continued development and redevelopment of the University of Cambridge's Faculty sites	↗	↗	↗	↔	↗	↗	↗	↗	↗	↗	↗	↔	?	The University of Cambridge is a vital driver of the Cambridge economy. This Option's approach to supporting the University in developing and redeveloping should help positively contribute to the sustainability objectives. In particular the Option should provide a balanced approach to development in addressing economic, social and environmental issues. At this stage it is not possible to appraise how this Option would contribute to maintaining open and green space and the character of the built environment in West Cambridge, identified key sustainability issues.
144	University of Cambridge Staff and Student Housing (continue existing policy allocating new sites and new provision)	↗	?	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	Option 144 should help maintain a greater sense of community and improved well-being through provision of accommodation in close proximity to their colleges, while, protecting family residential accommodation. The extent to which the potential restriction on growth on the Cambridge economy is unclear.  Cambridge faces a potential shortfall in student accommodation provision. While providing additional rooms at satellite residences would deliver a higher number of available student accommodation compared to new colleges, this approach (145) needs to be balanced against the importance of college facilities, such as pastoral and communal facilities being in close proximity, and the value they add to the
145	Expand existing colleges rather	?	?	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
	than plan for new College's at North West Cambridge														college community. The economic benefit of additional accommodation is unclear.
146	Anglia Ruskin University – Faculty Development	↗	↔	↗	↔	↔	↗	↗	↗	↔	?	?	?	?	This Option provides a flexible approach to meeting the needs of Anglia Ruskin University and correspondingly conforms well to the sustainability topics. In particular, permitting development of a satellite campus would require a number of environmental criteria to be met including a green and connected location combining a number of sports and social infrastructure helping support a healthy student community.
147	Anglia Ruskin University – Support for Student Hostel Development with affordable housing exemption	?	?	↘	↔	↔	↘	↔	↔	↔	↔	↔	↔	↔	This Option (147) could result in the provision of much needed student accommodation for ARU, but potentially at the expense of affordable housing. Overall it is unclear how this Option would affect the Communities and Well-being Topic. Indirectly reducing the provision of affordable housing results in University Staff having to travel large distances leading to pressures on transport infrastructure and GHG emissions.
148	Anglia Ruskin University – Support for Student Hostel Development but removal of affordable housing exemption	?	?	↗	↔	↔	↗	↔	↔	↔	↔	↔	↔	↔	This Option (148) should result in greater provision of affordable housing for key workers, reducing their need to travel and helping mitigate GHG emissions. However this would be to the financial cost of accommodation to ARU students. The effect of this Option on ARU's finances and the local economy is uncertain.
149	Speculative Student Hostel	↗	↔	↗	↔	↔	↗	↗	↗	?	?	?	?	?	This Option should help towards meeting the need of additional student

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	Accommodation – limited to Anglia Ruskin University and the University of Cambridge														accommodation for ARU in a sustainable manner. In particular with regards to reducing car ownership by restricting car use to those with an identified need and ensuring developments are of an appropriate size set within high quality environments which will help meet community, landscape and biodiversity objectives.
150	Speculative Student Hostel Accommodation – widened to include other established educational institutions	↗	↔	↗	↔	↔	↗	↗	↗	?	?	?	?	?	In addition to comments above, Option 150 should also help reduce inequalities in educational achievement across the non-university sector. This Option would increase pressure on the local housing market.
151	Specialist colleges such as secretarial and tutorial colleges	?	↗	↔	↔	↔	↔	↔	↔	?	?	?	?	?	Allowing the expansion of language schools/specialist tutorial colleges will help capitalise on the value that that these colleges contribute to the local economy. It is not clear how the expansion (including providing residential accommodation) would add to local housing pressures. The impact on different topic areas would depend on the location of the language school/specialist tutorial college.
152	Language Schools (relax the current policy restrictions if they can provide accommodation to support associated growth)	?	↗	?	↔	↔	↔	↔	↘	↘	?	?	?	?	Relaxing planning policies on the expansion of permanent language schools will add to existing housing and accommodation pressures in Cambridge. Furthermore, additional student numbers would place additional pressure on local transport infrastructure, the city centre and open spaces during peak months. However, this Option (152) would help capitalise on the economic benefits that these schools bring to the local economy, including directly to local residents who provide home stay and similar accommodation

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
153	Additional Hotel provision based on a high growth scenario of around 1,800 new bedrooms	↔	↗	↗	↔	↔	↗	↗	↔	↔	↔	↔	↔	↔	Option153's flexible approach to delivery, steered by monitoring and managing, should help ensure the right sort of hotel provision in the right location at the right time. This approach should help reduce the impact on transport infrastructure and contribute to the local economy.
154	Additional Hotel Provision based on a medium growth scenario of around 1,300 new bedrooms	↔	↘	↘	↔	↔	↘	↔	↔	↔	↔	↔	↔	↔	Option 154's reduced flexibility to address the mismatch between supply and demand is likely to increase the tourism industry's impact on the City's transport infrastructure. In addition, the potential that the industry could contribute to the local economy may not be fully realised.
155	Location of New Hotels	↔	↗	↗	↔	↔	↗	↔	↔	↗	?	?	?	?	This Option should contribute to the local economy by encouraging growth of tourism while also including requirements to encourage visitors to use sustainable forms of transport. Providing guidance on the type of hotel and location could help match provision with anticipated need – business hotels at business parks for example.
156	Support the development of existing City Centre hotels and conversion of suitable City Centre properties to Hotels	↔	↗	↗	↔	↔	↗	↗	↔	↗	↔	↔	↔	↔	Support for the repositioning/redevelopment of existing hotels and other premises for hotel uses in the City Centre would represent a sustainable growth option for hotel provision and help contribute positively to the economy; while reducing the risk of the need to compete with higher value uses on other sites such as for housing. This Option would also help reduce pressures on transport infrastructure and reduce the reliance on the private car due to its likely application in the city centre. A criteria led approach will ensure that developments are sensitive to their surroundings.

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
157	Treat Serviced Apartments as Hotel uses	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	This Option is unlikely to have any effect on the sustainability objectives.
158	Prevent the change of use of permanent residential accommodation to a use for short term letting	↗	?	↔	↔	↔	↔	↗	↔	↔	↔	↔	↔	↔	This Option should help reduce pressure on housing availability and help maintain the character and distinctiveness of residential areas in Cambridge. However, it may limit the economic potential of these properties and help support the tourist industry.
159	Consider using licensing to regulate serviced apartments rather than planning policy	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	This Option is unlikely to have any effect on the sustainability objectives.
160	Retention of Hotels in the City Centre	↔	↗	↗	↔	↔	↔	?	↔	↗	↔	↔	↔	↔	Option 160 will support the growth of tourism while minimising its impact on the city's transport infrastructure through reducing the need to travel. The potential impact of budget hotel supply on Cambridge's townscape is unclear and would be dependent on the hotel's design and scale and its appropriateness in the historic environment. Greater budget accommodation in the City centre may provide an economic incentive for longer stays in the City rather than staying outside the City and travelling in for day trips.
161	Do not include a policy to retain Hotels in the City Centre	↘	↘	↘	↔	↔	↘	?	↔	?	↔	↔	↔	↔	

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
															and travelling in. This Option is likely to contribute to poorer air quality and increased GHG emissions unless greater access to frequent public transport is provided. It is unclear how the effects of this Option would result in changes to the historic environment as this would be determined by the design and scale of any new/replacement development.
162	Visitor attractions policy	↔	↗	↗	↔	↔	↗	↔	↔	↔	↔	↔	↔	↔	This Option should help support the sustainable growth of tourism and also help ensure greater access to frequent public transport to access alternative attractions. Consequently this should result in reduced transport related emissions.
<p><b>SUMMARY:</b></p> <p>The Options presented in 'Building a strong competitive economy' perform well against the sustainability objectives, in particular relating to the economy and transport topics. The Options present a balanced approach to managing economic growth while recognising, and where possible mitigating, its impact on already constrained transport infrastructure. The Options address many of the key sustainability objectives identified within the Economy Topic including the need to protect office space which should ensure provision for growing high-tech and R&amp;D businesses; addressing the loss of industrial floorspace; and encouraging more sustainable growth of tourism; and provision of convenience shopping in North West Cambridge.</p>															

**PROMOTING SUCCESSFUL COMMUNITIES**

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
163	A green and pleasant City with vibrant and culturally diverse neighbourhoods	↗	↗	↗	↔	↔	↔	↗	↗	↗	↗	↗	↗	↗	<p>This Option is likely to have significant positive effects against the majority of the sustainability topics. Specific reference to the need to protect and enhance community, and other cultural facilities should help provide opportunities to capitalise on the City’s vibrancy and diversity.</p> <p>The reference to open spaces supports several of the sustainability themes including flood risk, climate change adaptation and mitigation, landscape, biodiversity and community well-being.</p> <p>Specific reference to contributing to the character and appeal of Cambridge should ensure that Cambridge remains an attractive destination.</p>
164	Protection of open space	↗	↔	?	?	↗	?	↗	↗	↗	↗	↗	↗	↗	<p>Protecting Cambridge’s network of open spaces is likely to contribute positively towards the majority of the sustainability topics. In particular, maintaining access to high quality green and open spaces has been identified as a key issue across all of Cambridge. Protecting open space and limiting development that could harm the character of open spaces should help increase the amenity and attractiveness of these areas as places for recreation. This Option should also help encourage greater uptake of walking/cycling as a means of transport, which will have wider health benefits.</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
165	Update the standards in line with the Open Space and Recreation Strategy (2011)	↗	?	?	↔	↗	?	?	↗	↗	↗	↗	↗	↗	Compared to retaining the current standards (166), updating the standards for provision of open space and recreational facilities in new development (165) is likely to result in significant benefits against the indicated sustainability topics. Option 165's application of the allotment standards to all residential development in Cambridge, as opposed to urban extensions only, and the Option's proposed increase in informal open space provision, is likely to help address a number of key health and well-being issues. Furthermore Option 165 should also contribute to maintaining and enhancing access to open space across all areas in Cambridge.
166	Maintain the current standards for open space and recreation provision	↗	?	?	↔	↔	?	?	?	↗	↗	↗	↗	↗	
167	Onsite provision	↗	↔	?	↔	?	↔	↗	↗	↗	↗	↗	↗	↗	The provision of open space on-site, as opposed to financial contributions, will ensure that new and existing communities benefit from open spaces in their local areas. This will have a significant positive effect across Cambridge where maintenance and access to open space has been identified as a key sustainability issue. By taking into account the appropriateness of the provision given the nature, location and scale of the development, this Option should result in the delivery of sites that are sensitive to the character and distinctiveness of Cambridge's built environment. Onsite provision would have potential benefits for biodiversity and improved green infrastructure, and could potentially contribute to reducing flood risk.

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
168	Protection of existing leisure facilities	↗	↗	↗	↔	↔	↗	?	↔	↗	↗	↗	↗	?	This Option should help protect and enhance leisure facilities and is also likely to help improve the health and well-being of residents. In addition it should contribute to reduced inequalities in health through improved accessibility. Providing protection to leisure facilities will help address the potential loss of these to alternative development. Providing accessible leisure facilities will help minimise the need for people to travel helping reduce transport related GHG emissions and associated air quality impacts.
169	New leisure facilities: existing policy	↗	↗	?	↔	↔	?	?	?	↗	↗	↗	↗	?	Supporting new and improved leisure facilities will have benefits for communities and well-being, and improve accessibility and help reduce inequalities in health within Cambridge. By ensuring new facilities are to be an appropriate scale to the locality will help ensure the scale of development is sensitive to character and distinctiveness of that local area and help protect the City's townscape.
170	Protect existing community facilities	↗	?	?	↔	↔	?	?	?	↗	↗	↗	↗	?	This Option will ensure continued protection of existing community facilities and contribute significantly to addressing key community health and well-being issues. Only where comprehensive evidence is demonstrated would this Option allow redundant community facilities to be redeveloped into other uses. This should minimise any potential adverse impact on local communities and add another level of protection against the loss of community facilities to other uses. The protection of existing facilities should help reduce the need for people to travel and enabling more people to access facilities by walking and cycling.
171	Public Houses: Market led approach	↘	↘	↔	↔	↔	↔	↘	↔	?	↘	↘	↘	↘	Not protecting public houses in Cambridge could have a significant adverse effect on community spirit and the vibrancy and vitality of local neighbourhoods. Similarly, this Option could result in a loss in Cambridge's character, and subsequent appeal to tourists. However, allowing the conversion of under used

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
172	Protection for all public houses	?	?	↔	↔	↔	↔	?	↔	?	?	?	?	?	<p>or badly maintained public houses into alternative uses may provide opportunities for local scale redevelopment and contribute to improved public realm.</p> <p>The protection of all public houses has an uncertain effect against the majority of the sustainability topics. In affording some protection from higher value uses, the positive role of public houses in communities would be maintained. However, it could result in redundant public houses remaining unused, which could perpetuate the existing issue of deprivation in some areas of the City.</p>
173	Safeguarding Public Houses	↗	↗	↔	↔	↔	↔	↗	↔	↗	↗	↗	↗	↗	<p>Option 173 ensures some protection from higher value uses but offers flexibility where the existing use as a public house is found to be unviable. This is likely to help address issues relating to community and well-being through the continued provision of community space, and should help contribute to creating vibrant and inclusive communities. The proposal to undertake pre-application consultation with local residents should help ensure any new use is in keeping with the needs and character of the local area.</p>
174	Extend the Safeguarding Option (No. 173) to former public houses not listed in appendix D	↗	↗	↔	↔	↔	↔	?	↔	↗	↗	↗	↗	↗	<p>By extending Option 173 to include former public houses, Option 174 is likely to help protect the vibrancy and vitality of local areas by maintaining community space provision. The protection of such facilities from higher value uses may bring about a beneficial economic effect, for instance through safeguarding tourism. By using the criteria of Option 173 to assess the need for protection against community requirements, this Option should ensure that protective measures are balanced against the need to tackle deprivation through conversion / redevelopment in certain areas of the City.</p>
175	Allow the flexible re-use of public houses	↗	↗	↔	↔	↔	↔	?	↔	?	?	?	?	?	<p>Option 175 is likely to provide the necessary flexibility for the public housing market to expand as well as contract, resulting in similar effects to Option 174 on</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
															community well-being and the economy. However, the effect of this Option across the City is uncertain, as it may distort the market by creating too many A-uses and restricting the creation of residential units, which has an uncertain effect on issues such as tackling deprivation.
176	New community facilities	↗	↗	↗	↔	↔	?	?	?	↗	↗	↗	↗	↗	Support for new and improved community facilities is crucial as demand will increase with population growth. The provision of adequate community infrastructure where there is local need should contribute significantly to protecting and enhancing community provision particularly in wards anticipated to experience population growth, as well as addressing key issues of deprivation and contributing to local vitality. In addition, this Option should reduce the need to travel helping reduce GHG emissions and improve local air quality.
177	The provision of community facilities through development	↗	?	?	↔	↔	?	?	?	↗	↗	↗	↗	?	The impact of Option 176 on key issues relating to landscape and biodiversity is uncertain and would be dependent on a site by site basis.  Enforcing the provision of community facilities through development (Option 177) may be a more certain method of delivery, as new facilities would be required where development leads to an increased demand for community facilities. However the timeframe for delivery may be longer than Option 176.  Conversely, provision through development may overlook areas in need that do not attract new development.
178	Support for arts and cultural activities	↗	↗	?	↔	↔	?	?	?	↗	↗	↗	↗	↗	Maintaining facilities to support art and cultural activities will help Cambridge retain its position as an important cultural centre. This is likely to have a positive effect on the growth of tourism in the city. Enhancing existing facilities and supporting new opportunities for facilities will also contribute positively to the quality and vitality of the city centre.

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
															The impact on landscape and biodiversity is uncertain, as it is dependent on the criteria used to source a suitable location for new facilities. Similarly the impact on transport will depend upon where new facilities are located.
179	A new Sub-regional Stadium	↗	↗	?	?	?	?	?	?	↔	?	?	?	?	<p>Providing for a new sub-regional stadium would result in benefits with regards to the provision of community and leisure facilities, and subsequent positive effects on well-being in Cambridge. A sub-regional stadium could also create significant positive effects in maintaining Cambridge's position as an economically competitive city, and encouraging the growth of tourism.</p> <p>The impact on landscape and biodiversity is uncertain, as it is dependent on the criteria used to source a suitable location. Similarly the impact on transport could be adverse if the location is not well served by public transport.</p> <p>High design standards should be required to ensure that the development of a new stadium does not have any adverse impacts on the wider landscape / townscape.</p>
180	Ice Rink	↗	↗	?	?	?	?	?	?	↔	?	?	?	?	<p>Providing for an ice rink would result in benefits with regards to the provision of community and leisure facilities, and subsequent positive effects on key well-being issues. A sub-regional ice rink could also create significant positive effects in maintaining Cambridge's position as a competitive city, and encouraging the growth of tourism.</p> <p>The impact on landscape and biodiversity is uncertain, as it is dependent on the criteria used to source a suitable location. Similarly the impact on transport could be adverse if the location is primarily accessible by car and measures to increase public transport are not taken.</p> <p>High design standards should be required to ensure that the development of a</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
															new ice rink does not have any adverse impacts on the wider landscape / townscape.
181	Concert Hall	↗	↗	?	?	?	?	?	?	?	?	?	?	?	<p>Providing for a concert hall would result in significant positive benefits in providing a range of community facilities for all members of the community. A concert hall used at a sub-regional level could also create significant positive effects in drawing people to Cambridge and helping support its role as one of the UK's most competitive Cities. It should significantly help support the tourist industry and the local economy.</p> <p>The impact on landscape and biodiversity is uncertain, as it is dependent on the criteria used to source a suitable location. Similarly this Option is likely to result in increased transport impacts unless it is easily accessible by public transport, walking and cycling.</p>

**SUMMARY:**

The Options set out for promoting healthy communities primarily result in a positive, or significantly positive impacts on a broad range of sustainability topics, in particular on improving the health and well-being of Cambridge residents. Maintaining and enhancing the network of open spaces has been identified as an important issue across Cambridge and should be addressed by the Options proposed. Updating the standards for open space and recreation provision is likely to result in increased benefits compared to maintaining the current standards. Where new development is proposed, for example onsite provision of open space or new recreational and leisure facilities, the selection of a suitable location will determine potential resulting impacts on factors such as water, biodiversity and heritage. The Options covering the protection of existing facilities should help mitigate adverse impacts associated with new development while inclusion of a requirement to build to high quality design standards for recreational and cultural facilities would help minimise adverse impacts associated with the provision of these additional facilities. Many of the effects surrounding the Options to protect public houses remain uncertain. However, Option 173 appears preferable as it ensures some protection from higher value uses but offers flexibility where the existing use as a public house is unviable.

**PROMOTING AND DELIVERING SUSTAINABLE TRANSPORT**

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
182	Timely provision of infrastructure	?	↗	↗	↔	↔	?	?	?	?	?	?	?	?	The commitment made by this Option to provide the infrastructure necessary to meet the needs of new development and regeneration is likely to have a positive effect on identified economic issues including to address pockets of income and employment deprivation and to help maintain Cambridge as one of the UK's most competitive cities. However, without details on the nature of infrastructure, or on the steps taken to ensure that it is sustainable, this Option cannot be appraised with any certainty against the other topic areas. The Option is partly aimed at improving development related transport (by providing the appropriate infrastructure) therefore positive effects on transport provision could be expected.
183	Promote non-car modes of travel	↗	↗	↗	↔	↔	↗	↔	↗	↗	↗	↗	↗	↗	This Option should bring about positive effects on the uptake of walking, cycling and public transport across the city helping contribute to reducing transport related Greenhouse gas emissions (GHG). Ensuring access for any commercial vehicles may help contribute to identified economic issues including ensuring the continued vitality and viability of the City Centre. Ensuring there are non-car options for everyone using the development should help improve access, in particular for those with limited mobility, the disabled and the elderly. This Option should help reduce car dependency and increase the attractiveness of the City for greater cycling and walking. A reduction in traffic impacts, such as noise and emissions, may also contribute to ensuring that new developments do not adversely impact local biodiversity. This Option is likely to have positive benefits across the whole City.

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
184	Appropriate infrastructure	↗	?	↗	↔	↔	↗	?	?	↗	↗	↗	↗	↗	This Option should help reduce car dependency and help facilitate greater uptake in terms of walking, cycling and the use of public transport; thus helping address a number of key transport topic issues and contribute to mitigating the impacts of climate change. The extent to which this Option brings about modal shift in all areas of Cambridge is likely to be positive.
185	Low emission vehicle infrastructure	↗	↔	↗	↔	↔	↗	↔	?	↗	?	?	?	?	The inclusion of low emission vehicle infrastructure has the potential to bring about significant GHG reduction benefits. Furthermore, it should help change the way people think about personal car usage and indirectly help increase the use of more sustainable transport modes. Electric car infrastructure should encourage greater uptake and help reduce local air pollution.
186	Maintain the current level of provision (of car parking)	↗	?	↗	↔	↔	↗	↔	?	↗	↗	↗	↗	↗	The maintenance of the current levels of parking provision should have a positive effect on addressing transport topic issues by encouraging sustainable transport, with associated climate mitigation and health and well-being gains. It does not account for local circumstances, but should encourage low carbon technologies, such as public transport; and walking and cycling across all areas. Option 187 will retain some standards from the previous policy (2006 Local Plan), allowing for new standards to be developed by stakeholders and communities. Option 188 raises the prospect of even greater stakeholder and community influence leading to completely new standards. The effect of these policies cannot be fully appraised as they are yet to be determined by the council in consultation with stakeholders which could result in greater or lesser amounts of parking, leading to uncertain effects at the local scale and cumulatively across the city.
187	New residential parking standards	?	?	↗	↔	↔	?	↔	?	?	?	?	?	?	
188	Completely new standards for all development	?	?	↗	↔	↔	?	↔	?	?	?	?	?	?	

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
189	Car free development	↗	?	↗	↔	↔	↗	↔	?	↗	↗	↗	↗	↗	The Car Free Development Option (189) is likely to have positive effects on health, well-being and greater use of sustainable transport modes, through the encouragement of walking, cycling and public transportation in all areas. This Option would support climate change mitigation efforts. Option 190 is likely to lead to similar, but more diluted effects. In order to address Cambridge's need to encourage use of more sustainable transport modes a standalone Option on car free developments would likely deliver the best performance in terms of identified sustainability issues.
190	Incorporate car free development into existing policy	↗	?	↗	↔	↔	↗	↔	?	↗	↗	↗	↗	↗	
191	Location, design and quality	↗	↔	↗	↔	↔	↗	↔	?	↗	↗	↗	↗	↗	Cambridge benefits from high levels of cycling helping reduce traffic congestion and reduce GHG emissions. Ensuring the provision of high quality, well designed and suitably placed cycle parking will help maintain and contribute to increasing this modal share. This Option should have a significant positive effect on health and well-being issues and may lead to reductions in the use of private cars and transport emissions. However, additional gains could be achieved if this Option was worded such that that cycle parking is 'more' convenient than car parking (not 'as least as') helping ensure it is the first choice for travel. Any effects are likely to be felt citywide.
192	Update the cycle parking standards in the 2006 Local Plan	↗	↔	↗	↔	↔	↗	↔	?	↗	↗	↗	↗	↗	By enabling stakeholder involvement in the process of developing new cycle parking standards in the city, and by taking guidance from best practice elsewhere, this Option is likely to help ensure growth in cycling in the city, with associated benefits across all of the city areas. The extent to which this Option is likely to deliver positive outcomes will be determined by the input of the stakeholders, the cases considered, and the feasibility of any suggested changes.

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
193	Development only where the impact on the network is able to be mitigated against (Minimising the transport impact of development)	?	?	?	↔	↔	?	↔	?	?	?	?	?	?	<p>Option 193, which allows development only where traffic impact is mitigated against or managed, could help contribute to increasing the modal share of cycling, walking and public transport. However, as it is recognised by the Option, any development is likely to place some additional pressure on the transport network.</p> <p>Option 194 which would set modal split targets would likely result in a shift towards more sustainable travel behaviour across the city, bringing benefits in terms of health, well-being, and emission reductions.</p> <p>Option 195 which proposes a negotiated target on a case by case basis is more difficult to assess, as the potential cumulative effect of case-by-case allocations could result in an overall increase in car journeys compared to Option 194 but would provide much greater flexibility to address particular site specific limitations.</p> <p>Setting an appropriate threshold for requiring travel plans across the city is likely to result in a positive effect on the use of more sustainable transport modes, with consequential benefits on health and well-being, reduced transport pressures and GHG emissions.</p> <p>Option 197, to continue the current requirement only where felt appropriate/stipulated would be likely to have a similar effect to Option 196. However, there is some uncertainty over the effectiveness of this Option across</p>
194	Modal split targets for new development	↗	?	↗	↔	↔	↗	↔	?	↗	↗	↗	↗	↗	
195	Do not set a city wide modal split target for new Development	?	?	?	↔	↔	?	↔	?	?	?	?	?	?	
196	Travel Plans (Travel Plans for all sites)	↗	?	↗	↔	↔	↗	↔	?	?	?	?	?	?	
197	Travel Plans (Travel Plan only where officers feel it is	↗	?	↗	↔	↔	↗	↔	?	↗	↗	↗	↗	↗	

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
	appropriate)														different areas of the City due to anticipated localised variation in requirements. Nonetheless the overall effect of this Option is likely to be positive.
198	Cambridge Airport – Aviation development	↗	?	↔	↔	↔	↔	↔	↗	?	?	?	?	?	This Option should help mitigate any adverse impacts of development on the health and well-being of Cambridge residents compared to no Option being proposed. This Option is also likely to help minimise impacts on the local natural environment and biodiversity. It is possible that restricting the growth of the airport could affect the ability for Cambridge to capitalise on its position as one of the UK’s most competitive cities but this is not clear. Conversely, by protecting amenity and the wider City environment this Option should help minimise any potential impacts on Cambridge as an attractive place to live work, visit and spend leisure time. As such, the economic effect remains uncertain.
199	Telecommunications policy – criteria based	↗	?	?	↔	↔	?	↗	↔	↗	↗	↗	↗	↗	Criteria based quality standards for the siting, design, appearance, and impact mitigation of telecommunication developments may result in mitigating concerns regarding visual, health and landscape impact concerns. The proposed criteria should also help address issues relating to the quality of the built environment, open spaces and conservation areas across the City.
200	Mullard Radio Astronomy Observatory, Lord’s Bridge – Consultation Areas	?	?	?	?	?	?	?	?	?	?	?	?	?	Without details of the location or nature of proposed development it is not possible to effectively appraise this Option. However, it is unlikely that this option would have any significant impact on the sustainability issues. The only possible impact could potentially be against the economy sustainability theme, in particular the issue relating to Cambridge’s position as a competitive city. This is because it might be necessary to have mitigation measures associated with certain types of industrial processes or telecoms systems, or in extreme cases

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
															prevent development from being permitted, where they could affect the operation of the Observatory. However, this impact is unlikely given that the Observatory is outside the City boundary.
201	Provision of infrastructure and services	↗	↗	?	↗	↗	?	↗	↗	↗	↗	↗	↗	↗	This Option is likely to contribute to positive effects across multiple sustainability topics and thematic areas. Health, leisure and community facilities can contribute to well-being. Improvements to water, and flood protection infrastructure can also bring benefits. Green infrastructure and open spaces provision could enhance biodiversity. Furthermore this Option should help maintain cultural facilities and improve the quality of the open and built environment citywide. The sustainability benefits of this Option on the transport and renewable energy sustainability topics will depend on the nature of the infrastructure and services provided and therefore it is difficult to appraise them with any certainty at this stage.
<p><b>SUMMARY:</b></p> <p>In all, the options relating to ‘promoting and delivering sustainable transport and infrastructure’ are likely to contribute positively to the identified sustainability issues. These Options are likely to be capable of meeting the future transport and infrastructure needs and ambitions of Cambridge, whilst ensuring the protection and enhancement of the City’s character. Some Options lack enough detail to be appraised with any certainty; other Options which rely on stakeholder input in order to develop the Option are also difficult to appraise due to an unknown outcome.</p> <p>Developers’ contributions that support the provision of new infrastructure are likely to contribute to positive benefits across multiple themes, including climate mitigation and efforts to improve cycling and public transport infrastructure, along with travel plan requirements, should facilitate a greater shift towards use of more sustainable modes of transport. However, it is not entirely clear whether such measures will be sufficient to address the already ‘seriously constrained’ transport network in consideration of the significant planned growth and whether Options to increase the modal share of sustainable transport will increase.</p>															

## Plan appraisal against each Sustainability Topic

Element of the SEA Directive Requirements that this section seeks to meet:

- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme (Annex I(g))

4.3.16 Following on from the appraisal of each of the options contained within the Issues and Options Report, the Interim SA provided a high level appraisal of the key issues and options as they related to each of the sustainability topics that make up the SA Framework. This allowed for an insight into the **cumulative impacts** of the Plan and for the identification of **mitigation measures**.

### *Communities and well-being*

4.3.17 The 'Communities and well-being' sustainability topic focuses on the need to address identified issues relating to deprivation, health and equality through the provision of appropriate social infrastructure and housing and employment opportunities for all residents, with a focus on particular geographical areas of concern.

4.3.18 The key Issues and Options of relevance to this sustainability topic were:

- Chapter 2 Vision;
- Chapter 3 Spatial Strategy;
- Chapter 4 Strategic Spatial Options;
- Chapter 5 Opportunity Areas;
- Chapter 7 Delivering High Quality Places;
- Chapter 9 Delivering High Quality Housing; and
- Chapter 11 Creating Successful Communities.

4.3.19 The appraisal of the Plan Options identified that on the whole the plan will contribute positively to addressing many identified key sustainability issues. The 'Promoting Successful Communities' and 'Opportunity Areas' options performed particularly well. These options should have significant positive effects on improving the general health and well-being of Cambridge residents through improved public realm and support for enhanced provision of open space across the city. Specific promotion of community facilities and cultural activities will also help meet the variety of needs of Cambridge's diverse population. In combination with the 'Spatial Strategy' options it is less clear how the plan will perform against this sustainability topic. Whereas the 'Spatial Strategy' options perform well independently against the 'Communities and well-being' topic with increasing delivery of homes and employment, a growing number of residents would likely lead to increasing pressure on available open spaces provision and could impact on local amenity. However, lower levels of housing and employment would likely fail to address the significant issues relating to housing provision and anticipated future population growth and

the need for job creation. Rigorous enforcement of the 'Delivering High Quality Places' options would contribute to mitigating any significant adverse effects.

### ***Economy***

4.3.20 The economy sustainability topic focuses on building on Cambridge's position as one of the UK's most competitive cities by supporting the growth of small and growing high tech businesses and research sectors; encouraging the sustainable growth of tourism; and capitalising on the value of language schools to the local economy.

4.3.21 The key Issues and Options that related to this sustainability topic were:

- Chapter 2 Vision;
- Chapter 3 Spatial Strategy;
- Chapter 10 Building a Strong and Competitive Economy; and
- Chapter 12 Sustainable Transport and Infrastructure.

4.3.22 The options relating to 'Building a Strong and Competitive Economy' were considered to present a balanced approach to managing economic growth while also recognising the pressure this could have on Cambridge's transport infrastructure and housing market. While some of the alternative options were identified to result in negative effects on this topic, at least one of the alternative options tended to perform positively. Furthermore, the 'Sustainable Transport and Infrastructure' options also performed reasonably well against the economic sustainability issues providing confidence that Cambridge has the potential for strong economic growth without significant adverse impacts on local transport infrastructure and environmental quality.

4.3.23 The Spatial Strategy's options performed increasingly well against the sustainability topic with increasing delivery of housing provision and job creation. Adverse effects were identified where it was anticipated that the growth options were unlikely to address the critical shortage of housing provision or employment to meet the anticipated growing population.

### ***Transport***

4.3.24 The transport sustainability topic focuses on building on the existing high modal share of cycling and walking in the city and encouraging longer journeys by bike. It also seeks to address issues relating to the use of the private car by discouraging private car use at new developments and improved access to frequent public transport.

4.3.25 The key Issues and Options that related to this sustainability topic were:

- Chapter 2 Vision;
- Chapter 3 Spatial Strategy;
- Chapter 5 Opportunity Areas; and
- Chapter 12 Sustainable Transport and Infrastructure.

- 4.3.26 Cambridge benefits from a strong foundation of cycling and walking in the city but has relatively limited public transport capacity extending to commuter settlements, resulting in the majority of journeys into Cambridge for work being made by car. The Sustainable Transport and Infrastructure options presented a broad framework to address these identified transport sustainability issues.
- 4.3.27 While on the whole it was considered that the options should help address identified sustainability issues, the proposed level of growth and cumulative impacts were uncertain. The options relating to higher levels of housing and employment provision were considered very likely to result in increased pressure on existing transport infrastructure which would be exacerbated where development is located within easy access to the main road network including the M11 and A14. Developments within easy access of the main road network will likely result in significant effects on congestion and air quality in and near to the city. Furthermore, the appraisal of the broad locations identified either a likely negative effect on the transport sustainability topic or that the implementation of that option was uncertain. The extent to which the plan will address key sustainability issues relating to transport will be overwhelmingly dependent on the delivery of accessible and frequent public transport provision and safe and secure cycling infrastructure. It will also be dependent upon securing improvements to the highways network through developer contributions. Measures to reduce private car ownership at new developments should be stringently enforced.

### ***Water***

- 4.3.28 The assessment framework for the water sustainability topic identified three key issues: the need for high standards in water efficiency for new developments such that it would place no additional pressure on water scarcity; the need for improved water quality in Cambridge's water courses; and the recognition for potentially new sewerage infrastructure. The options presented should help address all these issues.
- 4.3.29 The key Issues and Options that related to this sustainability topic were:
- Chapter 2 Vision; and
  - Chapter 6 Sustainable Development, Climate Change, Water and Flooding.
- 4.3.30 The extent to which the Vision fully addressed water scarcity in the region was considered to be unclear, particularly given the anticipated significant growth in housing and employment provision. Furthermore, it was considered that the extent to which the option recognised the threat posed by climate change and the need to both mitigate and adapt to its effects could be more clearly stated. However, it was recognised that specific options on sustainable construction standards, water efficiency targets and water body quality within the Sustainable Development, Climate Change, Water and Flooding chapter were likely to provide significant positive effects on addressing some identified water sustainability issues. These options addressed the notable policy absences in the Local Plan (2006) relating to water efficiency in new buildings and taking into consideration the impacts of climate change.

### ***Flood Risk and Climate Change Adaptation***

- 4.3.31 Key sustainability issues identified regarding Flood Risk and Climate Change Adaptation include the need to take into consideration the environmental and societal cost of flooding; the value that natural defences provide and the need for sustainable drainage systems, and the need to ensure new and existing communities have the ability to adapt to a changing climate.
- 4.3.32 The key Issues and Options that related to the sustainability topic were:
- Chapter 2 Vision;
  - Chapter 4 Strategic Spatial Options;
  - Chapter 6 Sustainable Development, Climate Change, Water and Flooding;
  - Chapter 7 Delivering High Quality Places; and
  - Chapter 9 Delivering High Quality Housing.
- 4.3.33 The Sustainable Development, Climate Change, Water and Flooding options were considered to be likely to deliver significant positive effects in addressing the identified flood risk and climate change adaptation issues. The effect of only a couple of options was uncertain on the sustainability topics.
- 4.3.34 The strategic priority in Chapter 6 had an aim for sustainable communities capable of adapting to the impacts of climate change, which was considered to set a strong overarching requirement to help guide future development and place making. The option to develop a comprehensive sustainable development policy detailing key requirements for consideration of climate change adaptation would help reinforce this. However, it was considered that specific reference to flood risk could strengthen this policy, helping recognise the existing and future risk of flooding anticipated as a result of more frequent and intense rainfall events. The Strategic Surface Water Management Plan (SWMP) put Cambridge<sup>114</sup> in the top 2% of settlements at risk of surface water flooding in England. On balance, however, it was considered that the Delivering High Quality Places options should contribute positively to addressing Flood Risk and Climate Change Adaptation issues.
- 4.3.35 The cumulative impact of significant development on the city's waste water infrastructure was considered uncertain at best and potentially resulting in significant negative environmental effects. The Broad Locations options generally performed poorly against this sustainability topic and although efforts to mitigate any adverse impacts (including the option to develop a comprehensive integrated water management policy in the sustainable development chapter) would be developed at a project level, the demand for housing and employment will place additional pressure for increasingly high density developments reducing opportunities for appropriate scale mitigation.

### ***Climate Change Mitigation and Renewable Energy***

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<sup>114</sup> Source: Environment Agency's National Receptor Database

- 4.3.36 This sustainability topic focuses primarily on reducing greenhouse gas emissions relating to transport and new developments, including low carbon design, the need for high standards of energy efficiency and deployment of renewable energy technologies.
- 4.3.37 The key Issues and Options that related to this sustainability topic were:
- Chapter 2 Vision;
  - Chapter 6 Sustainable Development, Climate Change, Water and Flooding;
  - Chapter 7 Delivering High Quality Places; and
  - Chapter 12 Sustainable Transport and Infrastructure.
- 4.3.38 It was noted that the Sustainable Development, Climate Change, Water and Flooding chapter provided a suite of options relating to improving energy efficiency and mechanisms to meet carbon reduction commitments and, as a result was likely to result in significant positive effects for this sustainability topic. This approach was considered to be further strengthened by options presented in the Delivering High Quality Places chapter; in particular its option for a criteria based policy for the design of new buildings.
- 4.3.39 The Sustainable Transport and Infrastructure options were considered to provide a strong framework to encourage greater use of public transport and the provision of safe and convenient means for cycling and walking. In particular, specific options on promoting non-car travel modes, low emissions infrastructure and car free developments were considered to help this. Ultimately, given the scale of new development in Cambridge, these options would need to be closely adhered to. It was considered likely that only with the highest standards of energy efficiency, discouraging personal car use and facilitating the easy use of sustainable transport modes would sustainability issues identified be addressed.

### ***Landscape, Townscape and Cultural Heritage***

- 4.3.40 This topic focuses on maintaining the character and identity of Cambridge in relation to its built environment and how the city integrates within the wider landscape. Key identified sustainability issues relate to protecting and enhancing the city's historic environment through appropriate design and promoting the distinctiveness of the city's different areas.
- 4.3.41 The key Issues and Options that related to this sustainability topic were:
- Chapter 2 Vision;
  - Chapter 3 Spatial Strategy;
  - Chapter 4 Strategic Spatial Options;
  - Chapter 7 Delivering High Quality Places;
  - Chapter 8 Protecting and Enhancing the Historic and Natural Environment; and
  - Chapter 11 Creating Successful Communities.

4.3.42 Aspects of this sustainability topic were addressed by a variety of options spread across several chapters. On balance, it was considered likely that the options presented would help ensure the protection and enhancement of the historic environment. Criteria based options in the Delivering High Quality Places and Protecting and Enhancing the Historic and Natural Environment chapters provided a strong framework to address any significant concerns within the city centre and surrounding built up areas. It was considered that the Creating Successful Communities options would have significant positive effects on protecting and improving open space provision in the city; however it was recognised that open space would face competing pressure depending on the amount of new development.

4.3.43 The extent to which the options will safeguard the 'setting' of Cambridge was found to be less clear. Different housing and employment growth figures would result in more or less dense (including physically higher) development and consequential effects on the wider townscape. While it was recognised that there needs to be a balance between the value of Cambridge's visual amenity and its contribution to making Cambridge an attractive place to live, work and visit, there is an identified pressure for development. While development will alter Cambridge's landscape character it was considered that this may not necessarily be negative or result in a loss of distinctiveness for which the city is known – in fact development could be required to have their own 'distinctiveness' appropriate to the local context. However, the extent to which other protectionist options would mitigate any significant negative impacts was considered unclear and would be dependent upon the quality of individual developments.

### ***Biodiversity and Green Infrastructure***

4.3.44 This topic recognises the value of biodiversity and green infrastructure including its contribution to the health and well-being of Cambridge's residents and its role in helping the city mitigate and adapt to climate change. Key identified sustainability issues include the need to build on existing good conservation management of green infrastructure and improve connectivity and reduce its further fragmentation. Issues relating to employing green infrastructure to help adapt to the threats posed by climate change and improved water quality are also identified.

4.3.45 The key Issues and Options that relate to this sustainability topic are:

- Chapter 2 Vision;
- Chapter 3 Spatial Strategy;
- Chapter 4 Strategic Spatial Options;
- Chapter 8 Protecting and Enhancing the Historic and Natural Environment.

4.3.46 The Vision option was considered to provide a strong endorsement of the value of biodiversity and green infrastructure and the value it provides to Cambridge. Its focus on encouraging urban greening and expanding the city's green spaces and tree cover to protect and enhance biodiversity and help cool the city, was considered to directly reflect identified key sustainability issues. The Protecting and Enhancing the

Historic and Natural Environment chapter set out a number of specific options that directly addressed identified key issues helping reinforce and set the framework to ensure developments are unlikely to have any significant effects on this sustainability topic. However, it was considered that competing pressures for land in order that Cambridge can adapt and grow may lead to potential conflict between options, in particular the Spatial Strategy options. While it is likely that sites will be protected at a local level, the protection and enhancement of biodiversity and green infrastructure may not be realised at the strategic level. There was also an option (Option 22) on Green Infrastructure in Chapter 4. Although there was an option for support for strategic biodiversity enhancement proposals in the plan, this approach clearly stated that its implementation would not necessarily help with the delivery of projects. Hence, it was considered that there still remained a significant degree of uncertainty as to whether the city scale improvements to connectivity and reduced fragmentation would be successfully implemented.

### ***City Centre***

4.3.47 The key sustainability issues for this functional area are to ensure Cambridge are a safe and welcoming environment to live, work and visit; that it capitalises on the opportunities from growing business sectors; and ensures opportunities to reduce energy demand through renewable and low carbon technologies.

4.3.48 The key Issues and Options that related to this sustainability topic were:

- Chapter 2 Vision;
- Chapter 3 Spatial Strategy;
- Chapter 4 Strategic Spatial Options;
- Chapter 5 Opportunity Areas;
- Chapter 6 Sustainable Development, Climate Change, Water and Flooding;
- Chapter 7 Delivering High Quality Places;
- Chapter 8 Protecting and Enhancing the Historic and Natural Environment;
- Chapter 9 Delivering High Quality Housing;
- Chapter 10 Building a Strong and Competitive Economy;
- Chapter 11 Creating Successful Communities; and
- Chapter 12 Sustainable Transport and Infrastructure

4.3.49 It was considered that the Plan options recognised the wide range of uses the City Centre provides, including shopping, leisure, entertainment, museums, University faculty buildings and Colleges, offices, housing and as the main transport hub. The key challenge would be to cope with increasing population and the demand from businesses to locate there while not adversely affecting the environment that makes the City Centre so attractive. To address the numerous competing issues, the Plan options were considered to present a good mix of both pro-growth and protectionist approaches in order to facilitate development while maintaining the qualities for which Cambridge is famous. The Strategic Priority for the City Centre option alluded to addressing this balancing act but a lack of detail meant that it could not be effectively appraised. It was noted that further evidence on the capacity of the City Centre was going to be produced by the City Council to feed into the development of

policy in the Local Plan. Also other options did provide the indication that the Plan was likely to lead to positive effects for the City Centre as a whole. In particular, options on protecting facilities that serve a local need, open space, the support for new office space and hotel provision were considered to help ensure that the city maintains its environmental amenity and will help facilitate economic growth in target business sectors.

4.3.50 The extent to which the Sustainable Transport options would mitigate increased pressures on the transport network from additional development was uncertain; however it was considered that the Opportunity Area options should result in significant positive effects in mitigating these concerns around the railway station and along routes to the centre.

4.3.51 In terms of reducing energy demand through low carbon and renewable energy technologies, the option on Renewable and Low Carbon Energy Generation was considered to go some way to address the opportunity for the development of a strategic district heating network in the city centre. Other options, including the establishment of a Community Energy Fund to help meet zero carbon policy and the option for Consequential Improvements to address the energy efficiency of homes and non-residential buildings where Part L requirements wouldn't currently apply, should also help provide a strong framework to address this sustainability issue.

### ***North Cambridge***

4.3.52 The key sustainability issues for this functional area are to encourage high quality design and improve the quality of the public realm; increase access to high quality open space and address deprivation across several areas to the north and north-east of the area. Furthermore, there is a need to address flood risk and encourage the use of public transport and walking/cycling.

4.3.53 The key Issues and Options that related to this sustainability topic were:

- Chapter 2 Vision;
- Chapter 3 Spatial Strategy;
- Chapter 4 Strategic Spatial Options;
- Chapter 6 Sustainable Development, Climate Change, Water and Flooding;
- Chapter 7 Delivering High Quality Places;
- Chapter 8 Protecting and Enhancing the Historic and Natural Environment;
- Chapter 9 Delivering High Quality Housing;
- Chapter 10 Building a Strong and Competitive Economy;
- Chapter 11 Creating Successful Communities; and
- Chapter 12 Sustainable Transport and Infrastructure.

4.3.54 Some areas in north and north-east Cambridge experience significant deprivation with several areas within the 20% most deprived in England. North Cambridge has four of the six most deprived areas in the city and this is undoubtedly the key issue facing this functional area, particularly considering the trend towards increasing deprivation in the city. Measures to address this will be largely dependent on

proposed development and regeneration in this area including development at North West Cambridge – land between Huntingdon Road and Histon Road (NIAB1) and Northern Fringe East. The planning application for NIAB1 includes around 1,500 new homes of which 40% will be affordable. The option on Northern Fringe East proposed transport led regeneration and contained specific reference to the regeneration of the wider area in a coherent and comprehensive manner. The Northern Fringe East option should be a catalyst for major regeneration of this area and was considered to be likely to result in significant positive effects in terms of addressing deprivation and delivering sustainable transport options, in particular through the specific reference to the transport interchange including the Guided Bus.

- 4.3.55 The Cambridgeshire Strategic Surface Water Management Plan (2011) identified the King's Hedges/Arbury area, North Chesterton and South Chesterton within the top five 'wetspots' within Cambridge and these areas need increased maintenance of water courses and surface water drains as well as attenuation features, such as swales, basins and wetlands.
- 4.3.56 The options related to flooding (including the development of a comprehensive integrated water management policy and flood risk reduction policy) should help better understand and address water management issues for all development proposals. However it was considered that given the existing flood risk and future increased risk due to climate change a more integrated approach (between nearby developments) is likely to be required. Furthermore, assessment of the potential for off-site flood risk as a result of development would also need to be undertaken to mitigate any significant impacts on the nearby conservation areas of Chesterton/Ferry Lane and De Freville.

### ***South Cambridge***

- 4.3.57 The key sustainability issues for this functional area are to facilitate the achievement of successful new communities within urban extensions and to address deprivation issues in areas to the east. The issues identified also include the need to maintain and enhance open space and green space, support identified priorities with conservation areas, encourage greater use of public transport and walking/cycling and address flood risk.
- 4.3.58 The key Issues and Options that related to this sustainability topic were:
- Chapter 2 Vision;
  - Chapter 3 Spatial Strategy;
  - Chapter 4 Strategic Spatial Options;
  - Chapter 6 Sustainable Development, Climate Change, Water and Flooding;
  - Chapter 7 Delivering High Quality Places;
  - Chapter 8 Protecting and Enhancing the Historic and Natural Environment;
  - Chapter 9 Delivering High Quality Housing;
  - Chapter 10 Building a Strong and Competitive Economy;
  - Chapter 11 Creating Successful Communities; and

- Chapter 12 Sustainable Transport and Infrastructure.

4.3.59 Permission has been granted for a number of significant developments in the Southern Fringe, including at Trumpington Meadows, Glebe Farm and Clay Farm. All proposals include the provision of 40% affordable housing. The Southern Fringe option was expected to be broadly consistent with Policy 9/5 in the Local Plan 2006. The appraisal found that the policy was likely to perform positively in addressing levels of deprivation and mitigating flood risk through improved drainage. However, the proposed Broad Location options were assessed as likely to result in adverse effects. These were predominantly as a result of their potential impact on the loss of farmland and open space provision and the impact on biodiversity, cultural heritage and the landscape character and setting of Cambridge.

4.3.60 The extent of the cumulative impact of existing planned development and potential new development at Broad Locations in the south and their effect on Cambridge's transport network was considered to be unclear. While the appraisal of the Broad Location options on the Transport sustainability issues was uncertain and further transport modelling was required, it was not entirely clear whether the Sustainable Transport and Infrastructure options provided a strong enough framework to mitigate any adverse effects. Understandably, depending on levels of housing and employment development, there would need to be sufficient critical mass to implement sustainable transport modes, without which the adverse effects of the plan on the sustainability issues would likely be compounded.

### ***East Cambridge***

4.3.61 The key sustainability issues for this functional area are to maintain and enhance open and green space within the urban area, maintain the character of particular neighbourhoods, encourage greater use of public transport and walking/cycling and address local deprivation.

4.3.62 The key Issues and Options that related to this sustainability topic were:

- Chapter 2 Vision;
- Chapter 3 Spatial Strategy;
- Chapter 4 Strategic Spatial Options;
- Chapter 5 Opportunity Areas;
- Chapter 6 Sustainable Development, Climate Change, Water and Flooding;
- Chapter 7 Delivering High Quality Places;
- Chapter 8 Protecting and Enhancing the Historic and Natural Environment;
- Chapter 9 Delivering High Quality Housing;
- Chapter 10 Building a Strong and Competitive Economy;
- Chapter 11 Creating Successful Communities;
- Chapter 12 Sustainable Transport and Infrastructure.

4.3.63 The Cambridge East site is not unlikely to come forward before 2031. The site was expected to be brought forward in multiple stages and include a new large district centre; and could have acted as a catalyst for wider regeneration in this area.

- 4.3.64 In the absence of significant development proposals, East Cambridge was considered likely to experience a period of relative stasis with its character reinforced by strong options on the protection of open space and the protection and enhancement of the historic and natural environment. However, the absence of development also limits financial contributions to implement public transport and walking/cycling infrastructure improvements, reducing the opportunity for development to be used as a catalyst for wider change helping to address deprivation in the area. The 3<sup>rd</sup>, 4<sup>th</sup> and 10<sup>th</sup> worst performing 'Super Output Areas' in Cambridge, in terms of the overall Index of Multiple Deprivation, are located at the northern extent of the Abbey ward.
- 4.3.65 The Plan's options for Mill Road and its recognition of different types of retail centre and the protection of neighbourhood shops should help reinforce the character of particular neighbourhoods, including the Mill Road West District Centre (and neighbouring Mill Road East District Centre in the City Centre functional area), noted for its independent shops and strong sense of community.

### ***West Cambridge***

- 4.3.66 The key sustainability issues for this functional area are to maintain and enhance open and green space within the urban area, maintain the character of the built environment and designated Conservation Areas and capitalise on opportunities to encourage sustainable transport.
- 4.3.67 The key Issues and Options that related to this sustainability topic were:
- Chapter 2 Vision;
  - Chapter 3 Spatial Strategy;
  - Chapter 4 Strategic Spatial Options;
  - Chapter 6 Sustainable Development, Climate Change, Water and Flooding;
  - Chapter 7 Delivering High Quality Places;
  - Chapter 8 Protecting and Enhancing the Historic and Natural Environment;
  - Chapter 9 Delivering High Quality Housing;
  - Chapter 10 Building a Strong and Competitive Economy;
  - Chapter 11 Creating Successful Communities;
  - Chapter 12 Sustainable Transport and Infrastructure.
- 4.3.68 There is an identified need for improved provision of convenience shopping in North West Cambridge. The Plan option 'New Foodstore in North West Cambridge' under Building a Strong and Competitive Economy would help address this, reducing the need for local residents to travel by private car to access other foodstores at more distant locations. This could have a positive effect on encouraging sustainable transport, which is identified as a key issue for West Cambridge. This would also have a positive impact for North Cambridge as one of the foodstores is proposed at the NIAB site, which is in that area.
- 4.3.69 The Plan options set out several affordable housing options, of which the most ambitious should ensure delivery of affordable housing, especially for University key

workers. This is important for North West Cambridge as it is part of the development sites on the fringe of the city being released from the Green Belt under the 2006 Local Plan. Under the proposed options, the outline application for 3,000 homes and 2,000 student units should deliver a mix of types and sizes as the option seeks to specify tenure and housing mix (99-103). As a result of providing increased accommodation for University of Cambridge student and staff through key-worker affordable housing, it will ensure the University is able to retain and attract key staff. It was considered that this would have a positive economic effect on maintaining Cambridge's position as one of the UK's competitive cities.

- 4.3.70 Regarding the options proposed in the Sustainable Development, Climate Change, Water and Flooding chapter these were considered likely to further contribute to meeting the renewable energy and carbon reduction targets set out in the North West Cambridge AAP. This requires residential development to meet Code for Sustainable Homes Level 4 or higher and for non residential to be in line with BREEAM excellent standards. Should the most stringent or radical options be adopted, such as striving for water neutrality or requiring levels of carbon reduction beyond those required under Part L of Building Regulations, and zero carbon homes, positive effects could be expected for West Cambridge.
- 4.3.71 The Plan put forward several options that would have a positive effect on the key issue of encouraging sustainable transport in West Cambridge. For example, the following options were considered to have the potential to significantly help to address the issue: Incorporating car free development into existing policy; modal split targets for new developments; the requirement of travel plans; and promoting non-car modes of travel.

### Summary and recommendations

Element of the SEA Directive Requirements that this section seeks to meet:

- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme (Annex I(g))

- 4.3.72 The Interim Sustainability Appraisal of the Issues and Options Report was undertaken at both the individual option level and also at a Plan level in terms of its potential **cumulative impacts** on the identified sustainability topics. While on the whole the Plan performed well, the following five overarching issues emerged.

### *Economic development*

- 4.3.73 Cambridge is seen as one of the main economic powerhouses in the East of England. Benefitting from what is often referred to as Silicon Fen or the Cambridge Cluster, Cambridge is home to numerous high tech manufacturing and research and

development firms. As a consequence, Cambridge is experiencing increasing pressure to capitalise on its position and the value these firms contribute to the sub-regional economy. The Cambridge Cluster at 50 Study (2010) identifies, for example, the need to develop a strategy for the central area that moves well beyond anachronistic land use classes and instead recognises and responding to the changing nature of “doing business” in the 21<sup>st</sup> Century knowledge economy. In particular, the need for the City Centre to provide for all sorts of “melting pots” – between scientific disciplines, between different professions, and at the interface between work and leisure. The extent to which this can be achieved through the options presented in the consultation was difficult to determine. What was clear is that Cambridge will experience continued and significant demand for housing and employment creation; the consequences of which will be increasing pressure for Green Belt releases and the urban expansion and intensification of Cambridge. As identified above, it was considered possible that by 2031 the only area not subject to large scale development pressure would be likely to be east Cambridge unless land at Cambridge Airport was made available in the Plan period. As a result, the potential scale of development was likely to have profound impacts on those underlying intrinsic qualities that make Cambridge such a desirable place to live, work and visit. The extent to which these can be truly mitigated was considered to be open to question.

### ***Affordable Housing***

- 4.3.74 Historic delivery of affordable housing in Cambridge has been below the 40% target set out in the Local Plan (2006)<sup>115</sup>. This arguably reflects the degree of flexibility of the Local Plan (2006):

*“the precise amount of such housing to be provided on each site will be negotiated taking into account the viability of the development, any particular costs associated with the development and whether there are any other planning objectives which need to be given priority”*

- 4.3.75 There is a significant affordable housing shortage in Cambridge which needs to be addressed as part of this Plan. Cambridge is geographically constrained and this must be recognised in setting targets. Also targets need to be rigidly enforced in order that future delivery objectives are realised. Affordable Housing policies can provide some flexibility and reflect the viability of sites but it is not clear that Cambridge has this luxury and, indeed high land values in Cambridge arguably warrant non-negotiable targets for big sites at least. For example, there should be non-negotiable targets for large developments and high non-negotiable targets for any greenfield development. At a minimum the Council should establish a floor of say 35% below which negotiation will not be permitted. Any approach should not be weakened for any potential joint sites that may come forward with South Cambridgeshire.

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<sup>115</sup> More recent affordable completions were 2006-2007 (18%), 2007-2008 (12%), 2008-2009 (22%), 2009-2010 (38%), 2010-2011 (33%). Source: <http://www.cambridgeshire.gov.uk/NR/rdonlyres/7E41D19D-52D6-4FEA-BE92-D3797F3CE854/0/TableH16GrosshousingAffordablecompletions.pdf>

## ***Transport***

- 4.3.76 There needs to be a step change in transport policy. While the Local Plan (2006) recognised that “the current infrastructure has little spare capacity and is seriously strained in many areas”, Cambridge still experiences high levels of congestion. The majority of people commuting into Cambridge do so by car. Proposals to ‘improve performance’ of the A14 are likely to simply result in increased car dependency, congestion and worsening air quality. The cost to the local economy should not be underestimated. The Transport Economic Evidence Study (TEES) estimates that the cost to Cambridge of congestion, based on the difference between peak and free-flow travel costs will be almost £1bn per annum to the East of England economy and £1.3bn to the national economy by 2021. Congestion leads to a significant loss of economic potential in Cambridge.
- 4.3.77 Cambridge needs significant investment in public transport and cycling/walking infrastructure in order to reduce congestion in the city. Facilitating safe and convenient cycle infrastructure would be a starting point to increase the current low proportion (2%) of trips in Cambridge over one mile made by bicycle. Revisiting the potential to introduce congestion charging should be pursued, or alter terms of demand management. At the time of writing the County Council, who are responsible for transport, were in the early phases of developing a transport strategy for Cambridge, which should look at these sorts of issues.

## ***Arrest the trend in deprivation***

- 4.3.78 In recent years there has been an increase in the number of claimants for housing and council tax benefit, median incomes have dropped and the number of Super Output Areas in Cambridge that are within the 40% most deprived in England has increased from 11 to 20. While development proposals may provide a catalyst to address some aspects of deprivation, there are likely to be more fundamental issues that need to be recognised and addressed as part of plan making and delivery. There needs to be a recognition and proactive approach to identifying, protecting and enhancing local neighbourhood and community infrastructure, providing the services for which there is an identified need. Opportunities to locate key support services in or near pockets of deprivation, particularly if there is a neighbourhood focus, should be considered with service providers. Support for the new tier of neighbourhood planning to this end should be considered where there is local interest, as should applying flexibility to the allocation of a reasonable allocation of CIL income to specific neighbourhoods. The use of and updating of key information on socio-economic data (e.g. from the 2010 census) for Super Output Areas should be actively used when considering employment proposals so that the local abilities and skills sets are taken into account and more weighting given to the value of particular socio-economic groups seeking semi-skilled and un-skilled employment. Similarly, identifying and addressing any spatial (e.g. location, transport) barriers to local people who may have dropped out of school early and are now seeking to access tertiary education should be considered together with the distribution of family support and nursery provision.

## Water scarcity

- 4.3.79 Cambridge, along with the majority of the South East and East of England, is categorised as an area of severe water stress and under a business as usual scenario, the demand for water is expected to increase by 33% on 2006 levels by 2031<sup>116</sup>. The vision of the Phase 2 Water Cycle Strategy for the major growth areas in and around Cambridge (2011), is for domestic and non-domestic development to have consumption levels of 80 litres per person per day; and water neutrality in the existing housing stock. Cambridge has an average per capita water use of 151 litres per day.
- 4.3.80 While there are cost implications of implementing specific water saving measures, there needs to be full recognition of the impact that future development could have on provision. Post 2031, water demand is predicted to exceed supply. Early intervention now to reduce water consumption will guard against this and help the city mitigate and begin to adapt to the anticipated future impacts as a result of climate change.

## Consultation on the Interim Sustainability Appraisal

Element of the SEA Directive Requirements that this section seeks to meet:

### Consultation:

- Authorities with environmental responsibility and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme.

- 4.3.81 The Interim SA was made available for consultation at the same time as the Issues and Options Report (between 15 June to 27 July 2012). A total of 300 representations were received to the SA, of which there were 174 representations in support and 122 objections. Many of the representations echoed comments made to sections of the Issues and Options Report, rather than having a focus on the findings of the Sustainability Appraisal itself. As the SA was carried out by independent consultants in order to inform the preparation of the new Local Plan, it was felt that no changes should be made to the SA as a result of the consultation.
- 4.3.82 In terms of how the findings of the Interim SA influenced the development of the Local Plan, this is set out in further detail in the audit trails for each of the policies taken forward in the Proposed Submission draft Local Plan<sup>117</sup>.

<sup>116</sup> Halcrow Group (2011) Detailed Water Cycle Strategy up to 2031. Major Growth Areas in and around Cambridge. Phase 2 – Detailed Strategy.

<sup>117</sup> Cambridge City Council (2013). Cambridge Local Plan - Towards 2031. Statement of Consultation and Audit Trails.



## 4.4 APPRAISAL OF SITE OPTIONS

### Introduction

4.4.1 The next stage in the production of the Cambridge Local Plan 2014 and its associated SA, was the assessment of site options for allocation within the plan. In late 2012 there was an appraisal of:

- Site allocation options located within the Green Belt around the edge of Cambridge; and
- Site allocation options located within the urban boundary of the city.

This process allowed for an assessment of **reasonable alternative** site options to help inform the selection of preferred sites for allocation and consultation, with sites drawn from a variety of sources, as detailed below. It should be noted that the assessment of sites was only undertaken for new sites, and does not include sites brought forward from the Cambridge Local Plan 2006 that already have planning permission, or sites brought forward from other Development Plan Documents that have already been subject to Sustainability Appraisal.

4.4.2 Following on from this in January 2013 there was an appraisal of the Council's **preferred approach to site allocations** (both within Cambridge and within the Green Belt), which were the options presented within the Council's Issues and Options 2 consultation documents. Further detail on this process is provided below.

### Sites appraisal methodology

4.4.3 Two pro formas (see Appendix 2) which incorporated a strict 'appraisal criteria' based methodology were developed to appraise the sites. One of these was developed jointly by the plan-making teams at Cambridge City Council and South Cambridgeshire District Council (with advice from URS) to appraise sites within the fringe locations (i.e. areas on the edge of Cambridge that straddle the boundary between the two authorities) and sites within the Green Belt, and another was developed by plan-makers at Cambridge City Council and sustainability appraisal consultants URS to appraise the sites within Cambridge city only. There was a need to develop two separate pro formas in order to account for differences between the sustainability issues, identified through scoping, for the two Council areas.

4.4.4 The fringe sites pro forma was designed to take into account the sustainability issues of both Councils, as far as possible, while the city sites pro forma was designed to reflect, as far as possible, only the sustainability issues for Cambridge. However, it should be noted that data availability can limit the scope of what is possible to ask/answer in terms of the site appraisal criteria. This is due to the strategic nature of the appraisal process and the fact that detailed information on individual development proposals is unknown at the site allocation stage. Further information on individual developments will become available when the development proposals are progressed and submitted as part of the planning application process.

4.4.5 Tables 4.4 and 4.5 below present the relationship between the sustainability issues and the site appraisal criteria. In addition to the inclusion of sustainability criteria, the pro formas contained a range of criteria that were included to assist the Council in assessing the sites against planning and deliverability issues. The pro formas were split into two parts with 'Level 1' and 'Level 2' criteria. Level 1 contained a combination of key sustainability criteria as well as planning and deliverability criteria, while Level 2 contained only sustainability criteria. As SA is concerned solely with sustainability issues, this SA presents the appraisal findings in relation to the SA issues only. The tables also identify the sustainability issues that were not addressed through the site appraisal criteria and provide an explanation as to why this was the case. For further details of all sites considered as part of the Local Plan process, including links to detailed site pro formas, please see Volume 2 of this SA Report.

**Table 4.4:** Relationship between the Sustainability Issues and the Site Appraisal Criteria – Sites within the urban boundary

SA ISSUES		SITE APPRAISAL CRITERIA
<b>Communities and wellbeing</b>	Arrest the trend in increased deprivation particularly within wards to the north and east of Cambridge	<ul style="list-style-type: none"> <li>• Would allocation result in development in deprived areas?</li> </ul>
	Improve the health and well-being of Cambridge residents and reduce inequalities in health particularly in the north and east of Cambridge	<ul style="list-style-type: none"> <li>• How far is the nearest health centre or GP service?</li> <li>• What type of cycle routes are accessible near to the site?</li> <li>• Would the development of the sites result in an adverse impact/worsening of air quality?</li> <li>• Are there potential noise and vibration problems if the site is developed, as a receptor or generator?</li> <li>• Are there potential light pollution problems if the site is developed, as a receptor or generator?</li> <li>• Are there potential odour problems if the site is developed, as a receptor or generator?</li> <li>• Is there possible contamination on the site?</li> </ul>
	Reduce inequalities in the educational achievement level of economically active adults and develop the opportunities for everyone to acquire the skills needed to find and remain in work	No criteria have been developed to assess this issue. This information is not available at the site allocation stage and there is no readily determinable link

SA ISSUES		SITE APPRAISAL CRITERIA
		between allocation of housing and employment sites and improvement in education/skills.
	Capitalise on the ethnic diversity of the city and its contribution to vibrant and inclusive communities	No criteria have been developed to assess this issue. This information is not available at the site allocation stage and there is no readily determinable link between this issue and the allocation of housing and employment sites.
	Protect and enhance community, leisure and open space provision, particularly in wards anticipated to experience significant population growth including Trumpington, Castle and Abbey	<ul style="list-style-type: none"> <li>• Would development make use of previously developed land?</li> <li>• Would development lead to a loss of community facilities?</li> <li>• Is the site defined as protected open space or have the potential to be protected?</li> <li>• If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space?</li> <li>• If the site does not involve any protected open space would the development increase the quantity and quality of publicly accessible open space /outdoor sports facilities and achieve minimum standards of onsite public open space provision?</li> </ul>

SA ISSUES		SITE APPRAISAL CRITERIA
		<ul style="list-style-type: none"> <li>• How far is the nearest outdoor sports facilities?</li> <li>• How far is the nearest play space for children and teenagers?</li> <li>• How far is the nearest accessible natural greenspace of 2ha?</li> </ul>
	Ensure the timely provision of primary and secondary education in the locations where it is needed	<ul style="list-style-type: none"> <li>• How far is the nearest secondary school?</li> <li>• How far is the nearest primary school?</li> </ul>
	Increase delivery of affordable and intermediate housing, in particular one and two bedroom homes	No criteria have been developed to assess this issue, and that below. At site allocation stage it is not possible to determine what tenure mix, dwelling size and design will be delivered on each site. This issue will be addressed in the Local Plan in relation to the Code for Sustainable Homes and affordable housing requirements. These policies will apply to all strategic housing sites. The Local Plan will also address the issue in relation to housing requirements for elderly/disabled people.
	Ensure that the design and size of new homes meet the needs of the existing and future population, including the elderly, disabled people and those in poor health	See above.
	Improve air quality in and around the Cambridge city centre AQMA and along routes to the City including the A14	<ul style="list-style-type: none"> <li>• Is the site within or near to an AQMA, the M11</li> </ul>

SA ISSUES		SITE APPRAISAL CRITERIA
		<p>or the A14?</p> <ul style="list-style-type: none"> <li>• Will the allocation result in an adverse impact/worsening of air quality?</li> </ul>
<b>Economy</b>	Maintain and capitalise on Cambridge's position as one of the UK's most competitive cities	No criteria have been developed to assess this issue. This information is not available at the site allocation stage.
	Address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges	<ul style="list-style-type: none"> <li>• How far is the nearest main employment centre?</li> <li>• Would allocation result in development in deprived areas?</li> <li>• Would development result in the loss of employment land identified in the Employment Land Review (ELR)?</li> </ul>
	Capitalise on the value that language schools/specialist tutorial colleges contribute to the local economy, but balance this against the increased impact this may have on the housing market	No criteria have been developed to assess this issue. This information is not available at the site allocation stage but the Local Plan will include a policy that specifically addresses the needs of language schools/specialist tutorial colleges.
	Ensure provision of appropriate office space for small and growing high tech businesses and research sectors	No criteria have been developed to assess this issue. This information is not available at the site allocation stage.
	Consider the need for high-tech headquarters and high-tech manufacturing	See above.

SA ISSUES		SITE APPRAISAL CRITERIA
	Consider whether and how to address the on-going loss of industrial floorspace	See above.
	Encourage more sustainable growth of tourism which recognises the pressure it places on the City's transport infrastructure and accommodation need	No criteria have been developed to assess this issue. However this issue will be addressed in the Local Plan with the inclusion of a policy that specifically deals with tourism.
	Ensure the continued vitality and viability of the city centre and safeguard the diversity of independent shops in areas such as along Mill Road	No criteria have been developed to assess this issue. This information is not available at the site allocation stage.
	Protect local shopping provision in district and local centres which provide for people's everyday needs	No criteria have been developed to assess this issue. This information is not available at the site allocation stage.
	Ensure adequate provision of convenience shopping in the north west of Cambridge	No criteria have been developed to assess this issue. This information is not available at the site allocation stage.
<b>Transport</b>	Build on the high modal share of cycling in the city centre and encourage cycling for journeys over one mile	<ul style="list-style-type: none"> <li>• What type of cycle routes are accessible near to the site?</li> </ul>
	Reduce the use of the private car and ensure greater access to frequent public transport	<ul style="list-style-type: none"> <li>• What type of public transport service is accessible at the edge of the site?</li> <li>• How far is the site from an existing or proposed train station?</li> </ul>
	Capitalise on the opportunity of new development to discourage private car use and promote the use of more	<ul style="list-style-type: none"> <li>• How far is the site from the edge of the defined</li> </ul>

SA ISSUES		SITE APPRAISAL CRITERIA
	sustainable forms of transport	<p>Cambridge city centre?</p> <ul style="list-style-type: none"> <li>• What type of public transport service is accessible at the edge of the site?</li> <li>• How far is the site from an existing or proposed train station?</li> <li>• How far is the site from the nearest district or local centre?</li> </ul>
<b>Water</b>	Ensure developments implement the highest standards of water efficiency and place no additional pressure on water scarcity in the region	No criteria have been developed for this issue as the information is not available at site allocation stage. However development management policies in the Local Plan will assist with mitigating the impacts associated with development on the site, including promoting greater water efficiency.
	Improve the water quality of Cambridge's water courses in line with the Water Framework Directive requirements	<ul style="list-style-type: none"> <li>• Would development be within a Source Protection Zone?</li> </ul>
	Ensure new development takes sewerage infrastructure into account	No criteria have been developed for this issue as the information is not available at site allocation stage. However development management policies in the Local Plan will assist with mitigating the impacts associated with development on the site.
<b>Flood risk (including</b>	Account for the potential environmental, economic and social cost of flooding for all development proposals	No criteria have been developed for this issue as the information is not available at the site allocation stage. The issue is partly addressed by

SA ISSUES		SITE APPRAISAL CRITERIA
<b>climate change adaptation)</b>		considering whether the allocation is within a flood zone and whether the site is at risk from surface water flooding.
	Protect and enhance existing natural flood risk management infrastructure and ensure all development incorporates sustainable drainage systems to minimise surface water flood risk	<ul style="list-style-type: none"> <li>• Is site within a flood zone?</li> <li>• Is site at risk from surface water flooding?</li> </ul>
	Ensure that new and existing communities are capable of adapting to climate change with consideration given to the role of green and blue infrastructure as well as the layout and massing of new developments	<ul style="list-style-type: none"> <li>• Does the site offer opportunity for green infrastructure delivery?</li> </ul>
<b>Climate change mitigation and renewable energy</b>	Reduce transport emissions by encouraging cycling and promoting infrastructure for zero emissions vehicles	<ul style="list-style-type: none"> <li>• What type of cycle routes are accessible near to the site?</li> </ul>
	Reduce carbon emissions from all aspects of new developments and ensure development meets the highest standards in low carbon design	No criteria have been developed for this, and the subsequent two issues, as the information is not available at site allocation stage. These issues will be addressed through the development and inclusion of policies in the Local Plan relating to sustainable construction standards and on-site carbon emissions reductions. The Local Plan may also include a separate policy on car free developments with electric vehicle charging points being embedded within it, or an alteration may be made to the Council's existing policy on car parking to incorporate car free development. These policies will apply to all strategic housing sites.

SA ISSUES		SITE APPRAISAL CRITERIA
	Account for the whole life carbon cost of new development and transport infrastructure	See above.
	Ensure greater deployment of energy efficiency and renewable energy technologies	See above.
<b>Landscape, townscape and cultural heritage</b>	Ensure the protection and enhancement of the historic environment through appropriate design and scale of new development	<ul style="list-style-type: none"> <li>• Will allocation impact upon a Scheduled Ancient Monument (SAM)?</li> <li>• Would development impact upon Listed Buildings?</li> <li>• Would allocation impact upon a historic park/garden?</li> <li>• Would development impact upon a Conservation Area?</li> <li>• Would development impact upon buildings of local interest?</li> </ul>
	Recognise the role of the Green Belt in maintaining the character of the City and the quality of its historic setting	<ul style="list-style-type: none"> <li>• Will allocation lead to a loss of land within the Green Belt?</li> </ul>
	Actively promote the character and distinctiveness of the Conservation Areas	<ul style="list-style-type: none"> <li>• Would development impact upon a Conservation Area?</li> </ul>
	Ensure the scale of new development is sensitive to the existing key landmark buildings and low lying topography of the City	No criteria have been developed for this issue as the information is not available at site allocation stage.
<b>Biodiversity and Green</b>	Maintain and build on the success of positive conservation management on local wildlife sites and SSSIs	<ul style="list-style-type: none"> <li>• Would allocation impact upon a Site of Special Scientific Interest (SSSI)?</li> </ul>

SA ISSUES		SITE APPRAISAL CRITERIA
<b>Infrastructure</b>		<ul style="list-style-type: none"> <li>• Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)</li> </ul>
	Maintain and improve connectivity between existing green infrastructure in order to provide improved habitats for biodiversity and ensure no further fragmentation of key habitats as a result of new or infill development	<ul style="list-style-type: none"> <li>• Does the site offer opportunity for green infrastructure delivery?</li> <li>• Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)</li> <li>• Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?</li> </ul>
	Capitalise on the opportunity for green infrastructure to help Cambridge adapt to the threats posed by climate change (particularly flooding), and to improve water quality	<ul style="list-style-type: none"> <li>• Does the site offer opportunity for green infrastructure delivery?</li> </ul>
	Ensure new development does not impact on biodiversity including no further loss of biodiversity rich farmland to development	<ul style="list-style-type: none"> <li>• Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)</li> </ul>

**Table 4.5:** Relationship between the Sustainability Issues and the Site Appraisal Criteria – Fringe sites

SA ISSUES		SITE APPRAISAL CRITERIA
<b>Communities and wellbeing</b>	Arrest the trend in increased deprivation particularly within wards to the north and east of Cambridge	<ul style="list-style-type: none"> <li>• Will the allocation result in development in deprived areas?</li> </ul>
	Improve the health and well-being of Cambridge residents and reduce inequalities in health particularly in the north and east of Cambridge	<ul style="list-style-type: none"> <li>• How far is the nearest health centre or GP service?</li> <li>• Are there potential noise and vibration problems if the site is developed, as a receptor or generator?</li> <li>• Are there potential light pollution problems if the site is developed, as a receptor or generator?</li> <li>• Are there potential odour problems if the site is developed, as a receptor or generator?</li> <li>• Is there possible contamination on the site?</li> </ul>
	Reduce inequalities in the educational achievement level of economically active adults and develop the opportunities for everyone to acquire the skills needed to find and remain in work	No criteria have been developed to assess this issue. This information is not available at the site allocation stage and there is no readily determinable link between allocation of housing and employment sites and improvement in education/skills.
	Capitalise on the ethnic diversity of the city and its contribution to vibrant and inclusive communities	No criteria have been developed to assess this issue. This information is not available at the site allocation stage and there is no readily determinable link between this issue and the allocation of housing and employment sites.
	Protect and enhance community, leisure and open space provision, particularly in wards anticipated to experience significant population growth including Trumpington, Castle	<ul style="list-style-type: none"> <li>• Would development lead to a loss of community facilities?</li> </ul>

SA ISSUES		SITE APPRAISAL CRITERIA
	and Abbey	<ul style="list-style-type: none"> <li>• Would development result in the loss of land protected by policy?<sup>118</sup></li> <li>• If the site is protected open space can the open space be replaced?<sup>119</sup></li> <li>• If the site does not involve any protected open space would the development increase the quantity and quality of publicly accessible open space /outdoor sports facilities and achieve minimum standards of onsite public open space provision?</li> <li>• Would development make use of previously developed land?</li> </ul>
	Ensure the timely provision of primary and secondary education in the locations where it is needed	<ul style="list-style-type: none"> <li>• How far is the nearest secondary school?</li> <li>• How far is the nearest primary school?</li> </ul>
	Increase delivery of affordable and intermediate housing, in particular one and two bedroom homes	No criteria have been developed to assess this issue, and that below. At site allocation stage it is not possible to determine what tenure mix, dwelling size and design will be delivered on each site. This issue will be addressed in the Local Plan in relation to the Code for Sustainable Homes and affordable housing requirements. These policies will apply to all strategic housing sites. The Local Plan will also address the issue in relation to

<sup>118</sup> i.e. the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control Policy SF/9 (excluding land which is protected only because of its Green Belt purpose).

<sup>119</sup> Replaced according to CLP Local Plan policy 4/2 Protection of Open Space.

SA ISSUES		SITE APPRAISAL CRITERIA
		housing requirements for elderly/disabled people.
	Ensure that the design and size of new homes meet the needs of the existing and future population, including the elderly, disabled people and those in poor health	See above.
	Improve air quality in and around the Cambridge city centre AQMA and along routes to the City including the A14	<ul style="list-style-type: none"> <li>• Is the site within or near to an AQMA, the M11 or the A14?</li> <li>• Will the allocation result in an adverse impact/worsening of air quality?</li> </ul>
<b>Economy</b>	Maintain and capitalise on Cambridge's position as one of the UK's most competitive cities	No criteria have been developed to assess this issue. This information is not available at the site allocation stage.
	Address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges	<ul style="list-style-type: none"> <li>• How far is the nearest main employment centre?</li> <li>• Will allocation result in development in deprived areas?</li> <li>• Would development result in the loss of employment land identified in the Employment Land Review (ELR)?</li> </ul>
	Capitalise on the value that language schools/specialist tutorial colleges contribute to the local economy, but balance this against the increased impact this may have on the housing market	No criteria have been developed to assess this issue. This information is not available at the site allocation stage but the Local Plan will include a policy that specifically addresses the needs of language schools/specialist tutorial colleges.
	Ensure provision of appropriate office space for small and growing high tech businesses and research sectors	No criteria have been developed to assess this issue. This information is not available at the site allocation stage.

SA ISSUES		SITE APPRAISAL CRITERIA
	Consider the need for high-tech headquarters and high-tech manufacturing	No criteria have been developed to assess this issue. This information is not available at the site allocation stage.
	Consider whether and how to address the on-going loss of industrial floorspace	No criteria have been developed to assess this issue. This information is not available at the site allocation stage.
	Encourage more sustainable growth of tourism which recognises the pressure it places on the City's transport infrastructure and accommodation need	No criteria have been developed to assess this issue. However this issue will be addressed in the Local Plan with the inclusion of a policy that specifically deals with tourism.
	Ensure the continued vitality and viability of the city centre and safeguard the diversity of independent shops in areas such as along Mill Road	No criteria have been developed to assess this issue. This information is not available at the site allocation stage.
	Protect local shopping provision in district and local centres which provide for people's everyday needs	<ul style="list-style-type: none"> <li>• Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, district and local centres?</li> </ul>
	Ensure adequate provision of convenience shopping in the north west of Cambridge	No criteria have been developed to assess this issue. This information is not available at the site allocation stage.
<b>Transport</b>	Build on the high modal share of cycling in the city centre and encourage cycling for journeys over one mile	<ul style="list-style-type: none"> <li>• What type of cycle routes are accessible near to the site?</li> </ul>
	Reduce the use of the private car and ensure greater access to frequent public transport	<ul style="list-style-type: none"> <li>• What type of public transport service is accessible at the edge of the site?</li> <li>• How far is the site from an existing or proposed train station?</li> </ul>

SA ISSUES		SITE APPRAISAL CRITERIA
	Capitalise on the opportunity of new development to discourage private car use and promote the use of more sustainable forms of transport	<ul style="list-style-type: none"> <li>• Would development reduce the need to travel and promote sustainable transport choices?</li> <li>• How far is the site from the nearest district or local centre?</li> <li>• What type of public transport service is accessible at the edge of the site?</li> <li>• How far is the site from an existing or proposed train station?</li> <li>• Would development reduce the need to travel and promote sustainable transport choices?</li> </ul>
<b>Water</b>	Ensure developments implement the highest standards of water efficiency and place no additional pressure on water scarcity in the region	No criteria have been developed for this issue as the information is not available at site allocation stage. However development management policies in the Local Plan will assist with mitigating the impacts associated with development on the site, including promoting greater water efficiency.
	Improve the water quality of Cambridge's water courses in line with the Water Framework Directive requirements	<ul style="list-style-type: none"> <li>• Would development be within a Source Protection Zone?</li> </ul>
	Ensure new development takes sewerage infrastructure into account	No criteria have been developed for this issue as the information is not available at site allocation stage. However development management policies in the Local Plan will assist with mitigating the impacts associated with development on the site.
<b>Flood risk</b> (inc. climate)	Account for the potential environmental, economic and social cost of flooding for all development proposals	No criteria have been developed for this issue as the information is not available at the site allocation stage. The issue is partly addressed by considering whether

SA ISSUES		SITE APPRAISAL CRITERIA
change adaptation)		the allocation is within a flood zone and whether the site is at risk from surface water flooding.
	Protect and enhance existing natural flood risk management infrastructure and ensure all development incorporates sustainable drainage systems to minimise surface water flood risk	<ul style="list-style-type: none"> <li>• Is site within a flood zone?</li> <li>• Is site at risk from surface water flooding?</li> </ul>
	Ensure that new and existing communities are capable of adapting to climate change with consideration given to the role of green and blue infrastructure as well as the layout and massing of new developments	<ul style="list-style-type: none"> <li>• Does the site offer opportunity for green infrastructure delivery?</li> </ul>
<b>Climate change mitigation and renewable energy</b>	Reduce transport emissions by encouraging cycling and promoting infrastructure for zero emissions vehicles	<ul style="list-style-type: none"> <li>• What type of cycle routes are accessible near to the site?</li> </ul>
	Reduce carbon emissions from all aspects of new developments and ensure development meets the highest standards in low carbon design	No criteria have been developed for this, and the subsequent two issues, as the information is not available at site allocation stage. These issues will be addressed through the development and inclusion of policies in the Local Plan relating to sustainable construction standards and on-site carbon emissions reductions. The Local Plan may also include a separate policy on car free developments with electric vehicle charging points being embedded within it, or an alteration may be made to the Council's existing policy on car parking to incorporate car free development. These policies will apply to all strategic housing sites.
	Account for the whole life carbon cost of new development and transport infrastructure	See above.

SA ISSUES		SITE APPRAISAL CRITERIA
	Ensure greater deployment of energy efficiency and renewable energy technologies	See above.
<b>Landscape, townscape and cultural heritage</b>	Ensure the protection and enhancement of the historic environment through appropriate design and scale of new development	<ul style="list-style-type: none"> <li>• Will allocation impact upon a Scheduled Ancient Monument (SAM)?</li> <li>• Would development impact upon Listed Buildings?</li> <li>• Would allocation impact upon a historic park/garden?</li> <li>• Would development impact upon a Conservation Area?</li> <li>• Would development impact upon buildings of local interest?</li> </ul>
	Recognise the role of the Green Belt in maintaining the character of the City and the quality of its historic setting	<ul style="list-style-type: none"> <li>• What is the overall effect of development on the Green Belt?</li> </ul>
	Actively promote the character and distinctiveness of the Conservation Areas	<ul style="list-style-type: none"> <li>• Would development impact upon a Conservation Area?</li> </ul>
	Ensure the scale of new development is sensitive to the existing key landmark buildings and low lying topography of the City	No criteria have been developed for this issue as the information is not available at site allocation stage.
<b>Biodiversity and Green Infrastructure</b>	Maintain and build on the success of positive conservation management on local wildlife sites and SSSIs	<ul style="list-style-type: none"> <li>• Would allocation impact upon a Site of Special Scientific Interest (SSSI)?</li> <li>• Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)</li> </ul>
	Maintain and improve connectivity between existing green infrastructure in order to provide improved habitats for	<ul style="list-style-type: none"> <li>• Does the site offer opportunity for green infrastructure delivery?</li> </ul>

SA ISSUES		SITE APPRAISAL CRITERIA
	biodiversity and ensure no further fragmentation of key habitats as a result of new or infill development	<ul style="list-style-type: none"> <li>• Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)</li> <li>• Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?</li> </ul>
	Capitalise on the opportunity for green infrastructure to help Cambridge adapt to the threats posed by climate change (particularly flooding), and to improve water quality	<ul style="list-style-type: none"> <li>• Does the site offer opportunity for green infrastructure delivery?</li> </ul>
	Ensure new development does not impact on biodiversity including no further loss of biodiversity rich farmland to development	<ul style="list-style-type: none"> <li>• Would development lead to the loss of the best and most versatile agricultural land?</li> </ul>

- 4.4.6 The pro formas contained a combination of quantitative and qualitative sustainability criteria. The quantitative criteria allowed for the analysis of the sites to be undertaken using Geographical Information System (GIS) software, while the inclusion of qualitative criteria enabled professional judgement to be drawn upon. For most criteria one of three potential scores was applied using a traffic light categorisation system of 'red/amber/green'. A red categorisation equated to the predication of a 'significant negative impact', an amber categorisation equated to the prediction of a 'moderate negative impact' and a green categorisation equated to the prediction of 'no negative impact or minor negative impact which could potentially be mitigated'. However, for some criteria the categorisation system was extended to five categories (with an additional red red and green green score) to give a finer grained assessment of impact.
- 4.4.7 Several of the criteria applied rules that were quantitative and distance related. The majority of these distances were "as the crow flies" as it was not possible to take account of routes/pathways. This is apart from the distances from district and local centres for the sites within the city, which were based upon existing information on walking catchments. Most distance rules have been developed internally by the plan-making team/URS, following a review of thresholds applied as Site Allocation/SA processes elsewhere in England. A number of thresholds reflect the assumption that 400m is a distance that is easily walked by those with young children and the elderly.
- 4.4.8 Tables 4.6 and 4.7 below present the site appraisal criteria and the decision rules that the city sites and fringe sites have been appraised against. The criteria presented within this table include only those identified as relevant for the sustainability appraisal (see also Tables 4.2 and 4.3). For further details of all sites considered as part of the Local Plan process, including the location of further information on detailed site pro formas, please see Volume 2 of this SA Report.

**Table 4.6:** Site Appraisal Criteria and Decision Rules –Sites within the urban boundary

<b>Communities and wellbeing</b>		
<b>Criteria codes</b>	<b>Site appraisal criteria</b>	<b>Decision rules</b>
<b>Health Fac.</b>	How far is the nearest health centre or GP service?	<b>R</b> =>800m <b>A</b> = 400 - 800m <b>G</b> = <400m
<b>Noise &amp; Vib.</b>	Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	<b>R</b> = Significant adverse impacts incapable of appropriate mitigation <b>A</b> =Adverse impacts capable of adequate mitigation <b>G</b> = No adverse effects or capable of full mitigation
<b>Light Pollution</b>	Are there potential light pollution problems if the site is developed, as a receptor or generator?	<b>R</b> = Significant adverse impacts incapable of appropriate mitigation <b>A</b> =Adverse impacts capable of adequate mitigation <b>G</b> = No adverse effects or capable of full mitigation
<b>Odour</b>	Are there potential odour problems if the site is developed, as a receptor or generator?	<b>R</b> = Significant adverse impacts incapable of appropriate mitigation <b>A</b> =Adverse impacts capable of adequate mitigation <b>G</b> = No adverse effects or capable of full mitigation
<b>Contamination</b>	Is there possible contamination on the site?	<b>R</b> = All or a significant part of the site within an area with a history of contamination which, due to physical constraints or economic viability, is incapable of appropriate mitigation during the plan period

		<p><b>A</b> = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development</p> <p><b>G</b> = Site not within or adjacent to an area with a history of contamination</p>
<b>PDL</b>	Would development make use of previously developed land?	<p><b>R</b> = Not on PDL</p> <p><b>A</b> = Partially on PDL</p> <p><b>G</b> = Entirely on PDL</p>
<b>Comm Facilities</b>	Would development lead to a loss of community facilities?	<p><b>R</b> = Allocation would lead to loss of community facilities</p> <p><b>G</b> = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible</p>
<b>Protected Space</b>	Is the site defined as protected open space or have the potential to be protected?	<p><b>R</b> = Yes</p> <p><b>G</b> = No</p>
<b>Replace Space</b>	If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space?	<p><b>R</b> = No</p> <p><b>G</b> = Yes</p>
<b>Space Standards</b>	If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publicly accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?	<p><b>RR</b> = No, the site by virtue of its size is not able to provide the minimum standard of OS and is located in a ward or parish with identified deficiency.</p> <p><b>R</b> = No, the site by virtue of its size is not able to provide the minimum standard of OS.</p> <p><b>G</b> = Assumes minimum on-site provision to adopted</p>

		<p>plan standards is provided onsite</p> <p><b>GG</b> = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards</p>
<b>Outdoor Sports</b>	How far is the nearest outdoor sports facilities?	<p><b>R</b> =&gt;3km</p> <p><b>A</b> =1 - 3km</p> <p><b>G</b> = &lt;1km; or allocation is not housing</p>
<b>Play Space</b>	How far is the nearest play space for children and teenagers?	<p><b>A</b> = &gt;400m from children and teenager's play space</p> <p><b>G</b> = &lt;400m; or allocation is not housing</p>
<b>Green Space</b>	How far is the nearest accessible natural green space of 2ha?	<p><b>R</b> = &gt;400m</p> <p><b>G</b> = &lt;400m; or allocation is not housing or employment</p>
<b>Secondary School</b>	How far is the nearest secondary school?	<p><b>R</b> = &gt;3km</p> <p><b>A</b> =1-3km</p> <p><b>G</b> = &lt;1km or non-housing allocation</p>
<b>Primary School</b>	How far is the nearest primary school?	<p><b>R</b> = &gt;800m</p> <p><b>A</b> = 400-800m</p> <p><b>G</b> = &lt;400m or non-housing allocation</p>
<b>AQMA</b>	Is the site within or near to an AQMA, the M11 or the A14?	<p><b>R</b> = Within or adjacent to an AQMA, M11 or A14</p> <p><b>A</b> = &lt;1000m of an AQMA, M11 or A14</p> <p><b>G</b> = &gt;1000m of an AQMA, M11, or A14</p>
<b>Air Quality</b>	Will development of the site result in an adverse impact/worsening of air quality?	<p><b>R</b> = Significant adverse impact</p> <p><b>A</b> =Adverse impact</p> <p><b>G</b> = Minimal, no impact, reduced impact</p>

Economy		
No.	Site appraisal criteria	Decision rules
<b>Emp Centre</b>	How far is the nearest main employment centre?	<b>R</b> = >3km <b>A</b> = 1-3km <b>G</b> = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
<b>Deprived Area</b>	Would allocation result in development in deprived areas of Cambridge?	<b>A</b> = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010. <b>G</b> = Within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
<b>Loss Emp. Land</b>	Would development result in the loss of employment land identified in the Employment Land Review?	<b>R</b> = Significant loss of employment land and job opportunities not mitigated by alternative allocation in the area (> 50%) <b>A</b> =Some loss of employment land and job opportunities mitigated by alternative allocation in the area (< 50%). <b>G</b> = No loss of employment land / allocation is for employment development
Transport		
No.	Site appraisal criteria	Decision rules

<b>Cycle Routes</b>	What type of cycle routes are accessible near to the site?	<p><b>RR</b> = No cycling provision and traffic speeds &gt;30mph with high vehicular traffic volume.</p> <p><b>R</b> = No cycling provision or a cycle lane less than 1.5m width with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school.</p> <p><b>A</b> =Poor or medium quality off-road path.</p> <p><b>G</b> = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway.</p> <p><b>GG</b> = Quiet residential street designed for 20mph speeds, high quality off-road paths with good segregation from pedestrians, uni-directional hybrid cycle lanes.</p>
<b>Public Transport</b>	What type of public transport service is accessible at the edge of the site?	<p><b>R</b> = Service does not meet the requirements of a high quality public transport (HQPT)</p> <p><b>A</b> =service meets requirements of high quality public transport in most but not all instances</p> <p><b>G</b> = High quality public transport service</p>
<b>Train Station</b>	How far is the site from an existing or proposed train station?	<p><b>R</b> =&gt;800m</p> <p><b>A</b> =400 - 800m</p> <p><b>G</b> =&lt;400m</p>
<b>City Edge</b>	How far is the site from edge of defined Cambridge City Centre?	<p><b>R</b> =&gt;800m</p> <p><b>A</b> =400 - 800m</p> <p><b>G</b> =&lt;400m</p>

<b>Dist/Local Centre</b>	How far is the site from the nearest district or local centre?	R =>800m A =400 - 800m G =<400m
<b>Water</b>		
<b>No.</b>	<b>Site appraisal criteria</b>	<b>Decision rules</b>
<b>Source PZ</b>	Would development be within a source protection zone?	A =Within SPZ 1 G = Not within SPZ1 or allocation is for green space
<b>Flood risk (inc. climate change adaptation)</b>		
<b>No.</b>	<b>Site appraisal criteria</b>	<b>Decision rules</b>
<b>Fluvial Flooding</b>	Is site within a flood zone?	R = Flood risk zone 3 A = Flood risk zone 2 G = Flood risk zone 1
<b>Surface Flooding</b>	Is site at risk from surface water flooding?	R = High risk, A =Medium risk G = Low risk
<b>Landscape, townscape and cultural heritage</b>		
<b>No.</b>	<b>Site appraisal criteria</b>	<b>Decision rules</b>
<b>SAM</b>	Will allocation impact upon a Scheduled Ancient Monument (SAM)?	R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation A =Site is adjacent to a SAM that is less sensitive / not

		likely to be impacted/ or impacts are capable of mitigation <b>G</b> = Site is not on or adjacent to a SAM
<b>Listed Building</b>	Would development impact upon Listed Buildings?	<b>R</b> = Site contains, is adjacent to, or within the setting of such buildings with potential for significant negative impacts incapable of appropriate mitigation <b>A</b> = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation <b>G</b> = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings
<b>Historic Park</b>	Would allocation impact upon a historic park/garden?	<b>R</b> = Site contains, is adjacent to, or within the setting of such areas with potential for significant negative impacts incapable of appropriate mitigation <b>A</b> = Site contains, is adjacent to, or within the setting of such areas with potential for negative impacts capable of appropriate mitigation <b>G</b> = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas
<b>Cons. Area</b>	Would development impact upon a Conservation Area?	<b>R</b> = Site contains, is adjacent to, or within the setting of such an area with potential for significant negative impacts incapable of appropriate mitigation <b>A</b> = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation

		<b>G</b> = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area
<b>Local interest</b>	Would development impact upon buildings of local interest?	<b>A</b> = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation <b>G</b> = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings
<b>Greenbelt Loss</b>	Will the allocation lead to loss of land within the Green Belt?	<b>R</b> = Site is in the Green Belt <b>G</b> = Site is not in the Green Belt
<b>Biodiversity and Green Infrastructure</b>		
<b>No.</b>	<b>Site appraisal criteria</b>	<b>Decision rules</b>
<b>SSSI</b>	Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	<b>R</b> = Site is on or adjacent to an SSSI with negative impacts incapable of mitigation <b>A</b> = Site is on or adjacent to an SSSI with negative impacts capable of mitigation <b>G</b> = Site is not near to an SSSI with no or negligible impacts
<b>Local Wildlife</b>	Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	<b>R</b> = Contains or is adjacent to an existing site and impacts incapable of appropriate mitigation <b>A</b> = Contains or is adjacent to an existing site and impacts capable of appropriate mitigation <b>G</b> = Does not contain, is not adjacent to or local area will be developed as green space

<b>Green Infra.</b>	Does the site offer opportunity for green infrastructure delivery?	<p><b>R</b> = Development involves a loss of existing green infrastructure which is incapable of appropriate mitigation.</p> <p><b>A</b> =No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p> <p><b>G</b> = Development could deliver significant new green infrastructure</p>
<b>Imp. Biodiversity</b>	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	<p><b>R</b> = Development would have a negative impact on existing features or network links incapable of appropriate mitigation</p> <p><b>A</b> = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p> <p><b>G</b> = Development could have a positive impact by enhancing existing features and adding new features or network links</p>
<b>TPOs</b>	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	<p><b>R</b> = Development likely to have a significant adverse impact on the protected trees incapable of appropriate mitigation</p> <p><b>A</b> = Any adverse impact on protected trees capable of appropriate mitigation</p> <p><b>G</b> = Site does not contain or adjoin any protected trees</p>

**Table 4.7:** Site Appraisal Criteria and Decision Rules – Fringe Sites

<b>Communities and wellbeing</b>		
<b>Criteria codes</b>	<b>Site appraisal criteria</b>	<b>Decision rules</b>
<b>Health Fac.</b>	How far is the nearest health centre or GP service?	<b>R</b> =>800m <b>A</b> = 400 - 800m <b>G</b> = <400m
<b>Noise &amp; Vib.</b>	Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	<b>R</b> = Significant adverse impacts incapable of appropriate mitigation <b>A</b> = Adverse impacts capable of adequate mitigation <b>G</b> = No adverse effects or capable of full mitigation
<b>Light Pollution</b>	Are there potential light pollution problems if the site is developed, as a receptor or generator?	<b>R</b> = Significant adverse impacts incapable of appropriate mitigation <b>A</b> = Adverse impacts capable of adequate mitigation <b>G</b> = No adverse effects or capable of full mitigation
<b>Odour</b>	Are there potential odour problems if the site is developed, as a receptor or generator?	<b>R</b> = Significant adverse impacts incapable of appropriate mitigation <b>A</b> = Adverse impacts capable of adequate mitigation <b>G</b> = No adverse effects or capable of full mitigation
<b>Contamination</b>	Is there possible contamination on the site?	<b>R</b> = All or a significant part of the site within an area with a history of contamination which, due to physical constraints or economic viability, is incapable of appropriate mitigation during the plan period <b>A</b> = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development <b>G</b> = Site not within or adjacent to an area with a history

		of contamination
<b>Comm. Facilities</b>	Would development lead to a loss of community facilities?	<b>R</b> = Development would lead to the loss of one or more community facilities incapable of appropriate mitigation <b>G</b> = Development would not lead to the loss of any community facilities or appropriate mitigation possible
<b>Protected Space</b>	Would development result in the loss of land protected by policy?	<b>R</b> = Yes <b>G</b> = No
<b>Replace Space</b>	If the site is protected open space can the open space be replaced?	<b>R</b> = No <b>G</b> = Yes
<b>Space Standards</b>	If the site does not involve any protected open space would the development increase the quantity and quality of publicly accessible open space /outdoor sports facilities and achieve minimum standards of onsite public open space provision?	<b>RR</b> = No, the site by virtue of its size is not able to provide the minimum standard of OS and is located in a ward or parish with identified deficiency. <b>R</b> = No, the site by virtue of its size is not able to provide the minimum standard of OS. <b>G</b> = Assumes minimum onsite provision to adopted plan standards is provided onsite <b>GG</b> = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards
<b>PDL</b>	Would development make use of previously developed land?	<b>R</b> = No <b>G</b> = Yes
<b>Secondary Sch.</b>	How far is the nearest secondary school?	<b>R</b> =>3km <b>A</b> = 1-3km <b>G</b> = <1km or non-housing allocation; or site large enough to provide new school

<b>Primary Sch.</b>	How far is the nearest primary school?	<b>R</b> =>800m <b>A</b> = 400-800m <b>G</b> = <400m or non-housing allocation; or site large enough to provide new school
<b>AQMA</b>	Is the site within or near to an AQMA, the M11 or the A14?	<b>R</b> = Within or adjacent to an AQMA, M11 or A14 <b>A</b> =<1000m of an AQMA, M11 or A14 <b>G</b> = >1000m of an AQMA, M11, or A14
<b>Air Quality</b>	Will the allocation result in an adverse impact/worsening of air quality?	<b>R</b> = Significant adverse impact <b>A</b> = Adverse impact <b>G</b> = Minimal, no impact, reduced impact
<b>Economy</b>		
<b>Site appraisal criteria</b>		<b>Decision rules</b>
<b>Emp Centre</b>	How far is the nearest main employment centre?	<b>R</b> =>3km <b>A</b> = 1-3km <b>G</b> = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
<b>Deprived Area</b>	Will allocation result in development in deprived areas?	<b>A</b> = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010. <b>G</b> = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.
<b>Loss Emp. Land</b>	Would development result in the loss of employment land identified in the Employment Land Review (ELR)?	<b>R</b> = Significant loss of employment land and job opportunities not mitigated by alternative allocation in

		<p>the area (&gt; 50%).</p> <p><b>A</b> = Some loss of employment land and job opportunities mitigated by alternative allocation in the area (&lt; 50%).</p> <p><b>G</b> = No loss of employment land / allocation is for employment development.</p>
<b>Shop Hierarchy</b>	Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, district and local centres?	<p><b>R</b> = Significant negative effect</p> <p><b>A</b> = Negative effect</p> <p><b>G</b> = No effect or would support the vitality and viability of existing centres</p>
<b>Transport</b>		
	<b>Site appraisal criteria</b>	<b>Decision rules</b>
<b>Cycle Routes</b>	What type of cycle routes are accessible near to the site?	<p><b>RR</b> = No cycling provision and traffic speeds &gt;30mph with high vehicular traffic volume.</p> <p><b>R</b> = No cycling provision or a cycle lane less than 1.5m width with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.</p> <p><b>A</b> = Medium quality off-road path.</p> <p><b>G</b> = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided bus-way.</p> <p><b>GG</b> = Quiet residential street designed for 20mph speeds, high quality off-road paths with good segregation from pedestrians, uni-directional hybrid cycle lanes.</p>
<b>Public Transport</b>	What type of public transport service is accessible at the edge of the site?	<b>R</b> = Service does not meet the requirements of a high quality public transport

		<p><b>A</b> = Service meets requirements of high quality public transport in most but not all instances</p> <p><b>G</b> = High quality public transport service</p>
<b>Train Station</b>	How far is the site from an existing or proposed train station?	<p><b>R</b> =&gt;800m</p> <p><b>A</b> = 400-800m</p> <p><b>G</b> = &lt;400m</p>
<b>Sust. Transport</b>	Would development reduce the need to travel and promote sustainable transport choices?	<p><b>RR</b> = Score 0-4 from 4 SCDC criteria</p> <p><b>R</b> =Score 5-9 from 4 criteria</p> <p><b>A</b> =Score 10-14 from 4 criteria</p> <p><b>G</b> = Score 15-19 from 4 criteria</p> <p><b>GG</b> = Score 19-24 from 4 criteria<sup>120</sup></p>
<b>Dist/local centre</b>	How far is the site from the nearest district or local centre?	<p><b>R</b> =&gt;800m</p> <p><b>A</b> = 400-800m</p> <p><b>G</b> = &lt;400m</p>
<b>Water</b>		
	<b>Site appraisal criteria</b>	<b>Decision rules</b>
<b>Source PZ</b>	Would development be within a Source Protection Zone?	<p><b>R</b> = Within SPZ 1</p> <p><b>G</b> = Not within SPZ1 or allocation is for green space</p>
<b>Flood risk (inc. climate change adaptation)</b>		
	<b>Site appraisal criteria</b>	<b>Decision rules</b>
<b>Fluvial Flooding</b>	Is site within a <b>flood</b> zone?	<p><b>R</b> = Flood risk zone 3</p> <p><b>A</b> = Flood risk zone 2</p>

<sup>120</sup> SCDC Sub-indicators include: Distance to a bus stop / rail station; Frequency of Public Transport; Typical public transport journey time to Cambridge city centre; Distance for cycling to city centre. Full details of the SCDC Sub-indicators are included in the Issues & Options 2, Part 2 – Consultation of Development Strategy and Site Options in Cambridge City report.

		<b>G</b> = Flood risk zone 1
<b>Surface Flooding</b>	Is site at risk from surface water flooding?	<b>R</b> = High risk <b>A</b> = Medium Risk <b>G</b> = Low risk
<b>Landscape, townscape and cultural heritage</b>		
	<b>Site appraisal criteria</b>	<b>Decision rules</b>
<b>SAM</b>	Will allocation impact upon a Scheduled Ancient Monument (SAM)?	<b>R</b> = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation <b>A</b> = Site is adjacent to a SAM that is less sensitive / not likely to be impacted or impacts are capable of mitigation <b>G</b> = Site is not on or adjacent to a SAM
<b>Listed Buildings</b>	Would development impact upon Listed Buildings?	<b>R</b> = Site contains, is adjacent to, or within the setting of such buildings with potential for significant negative impacts incapable of appropriate mitigation <b>A</b> = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation <b>G</b> = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings
<b>Historic Park</b>	Would allocation impact upon a historic park/garden?	<b>R</b> = Site contains, is adjacent to, or within the setting of such areas with potential for significant negative impacts incapable <b>A</b> = Site contains, is adjacent to, or within the setting of such areas with potential for negative impacts capable of appropriate mitigation

		<b>G</b> = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas
<b>Cons. Area</b>	Would development impact upon a Conservation Area?	<b>R</b> = Site contains, is adjacent to, or within the setting of such an area with potential for significant negative impacts incapable of appropriate mitigation <b>A</b> = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation <b>G</b> = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas
<b>Local interest</b>	Would development impact upon buildings of local interest? <sup>121</sup>	<b>R</b> = Site contains, is adjacent to, or within the setting of such buildings with potential for significant negative impacts incapable of appropriate mitigation <b>G</b> = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings
<b>Greenbelt Overall</b>	What is the overall effect of development on the Green Belt?	<b>RR</b> = Very significant constraints or adverse impacts <b>R</b> = Significant constraints or adverse impacts <b>A</b> = Some constraints or adverse impacts <b>G</b> = Minor constraints or adverse impacts <b>GG</b> = None or negligible constraints or adverse impacts
<b>Biodiversity and Green Infrastructure</b>		
	<b>Site appraisal criteria</b>	<b>Decision rules</b>
<b>SSSI</b>	Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	<b>R</b> = Site is on or adjacent to an SSSI with negative impacts incapable of mitigation <b>A</b> = Site is on or adjacent to an SSSI with negative impacts capable of mitigation

<sup>121</sup> Cambridge only

		<b>G</b> = Site is not near to an SSSI with no or negligible impacts
<b>Local Wildlife</b>	Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	<b>R</b> = Contains or is adjacent to an existing site and impacts incapable of appropriate mitigation <b>A</b> = Contains or is adjacent to an existing site and impacts capable of appropriate mitigation <b>G</b> = Does not contain, is not adjacent to or local area will be developed as greenspace
<b>Green infra.</b>	Does the site offer opportunity for green infrastructure delivery?	<b>R</b> = Development involves a loss of existing green infrastructure which is incapable of appropriate mitigation. <b>A</b> = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation <b>G</b> = Development could deliver significant new green infrastructure
<b>Imp. Biodiversity</b>	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	<b>R</b> = Development would have a negative impact on existing features or network links incapable of appropriate mitigation <b>A</b> = Development would have a negative impact on existing features or network links but capable of appropriate mitigation <b>G</b> = Development could have a positive impact by enhancing existing features and adding new features or network links
<b>TPOs</b>	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	<b>R</b> = Development likely to have a significant adverse impact on the protected trees incapable of appropriate mitigation <b>A</b> = Any adverse impact on protected trees capable of

		appropriate mitigation <b>G</b> = Site does not contain or adjoin any protected trees
<b>Best Ag. Land</b>	Would development lead to the loss of the best and most versatile agricultural land?	<b>R</b> = Significant negative impacts incapable of satisfactory mitigation <b>A</b> = Negative impacts but capable of partial mitigation <b>G</b> = No impacts or impacts capable of mitigation

## Determining Reasonable Site Allocation Options

- 4.4.9 The Issues and Options 2, Part 1 and Part 2 documents presented a range of sites, including those that the Council has determined as being ‘reasonable options’ and sites that the Council considered to be ‘unreasonable options’, (i.e. rejected site options) in line with the requirements of the SEA Regulations:

“The Environmental Report shall outline the reasons for selecting the alternatives dealt with” (SEA Regulations Schedule 2 (8)).

“The Environmental Report shall identify, describe and evaluate the likely significant effects on the environment of (a) implementing the plan or programme; and (b) reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme” (SEA Regulations Part III 12 (2)).

- 4.4.10 Given the requirement of the Regulations for the SA Report to present an appraisal of “reasonable alternatives”, the SA report that accompanied the Issues and Options 2 consultation only appraised the ‘reasonable site options’, which had been shortlisted following detailed appraisal of all site options using the pro formas described above. For further details of all sites considered as part of the Local Plan process, including links to detailed site pro formas, see Volume 2 of this SA Report, which pulls together information contained within the various technical background documents relating to sites work.

### **Appraisal of site options on the edge of Cambridge (Fringe Sites)** *(see also Section 4.2 of this SA Report)*

- 4.4.11 Cambridge City Council and South Cambridgeshire District Council worked together to develop a long list of initial sites in the fringe area. This initial list of 41 sites was identified on the basis of:
- Developers’ site boundaries received from the ‘call for sites’ from the Strategic Housing Land Availability Assessments (SHLAAs) carried out by both Cambridge City Council and South Cambridgeshire District Council; and
  - Additional sites identified through the 2012 Inner Green Belt Review as fulfilling Green Belt purposes to a lesser degree.
- 4.4.12 The long list of fringe sites was jointly assessed by the Councils using the fringe sites pro forma and those sites that scored either **amber** or **green** overall were taken forward as ‘reasonable’ options and those that scored **red** overall were considered ‘unreasonable options’. Following this assessment, six sites were identified as having development potential. All six sites scored **amber** overall. These ‘reasonable’ site options include two housing sites, two employment sites, one site which could be developed for either housing or employment and one which could be potentially developed for housing, employment or a community stadium. Five of these sites

were located in the South of Cambridge and one is in the North of Cambridge. Four of the sites were located within the Cambridge City Council boundary, and as such were considered as part of their SA process, while two of the sites fell within South Cambridgeshire, and as such were considered by a separate SA process. These were the sites consulted upon as part of the Issues and Options 2 consultation.

4.4.13 The other sites assessed were rejected as options for development, due to either their significance to Green Belt purposes and/or for other reasons including planning constraints such as archaeological merit. Reasons for their rejection were summarised in Appendix 3 of the Issues and Options Part 1 document, and further details of the rejected Green Belt sites in Cambridge, including links to detailed site pro formas, can be found in Volume 2 of this SA Report. For details of rejected Green Belt sites in South Cambridgeshire District Council's area, please see their Sustainability Appraisal.

4.4.14 As well as being assessed using the joint Fringe Sites Pro Forma, the fringe sites were also assessed by URS in terms of the Cambridge SA Objectives, and cumulatively with the other sites identified within Cambridge as part of the Issues and Options 2 SA<sup>122</sup>. This also allowed for the identification of mitigation measures against potential adverse effects where appropriate. These appraisals can be found in Tables 4.10 and 4.12 of this Report.

#### **Appraisal of site options within Cambridge**

4.4.15 A number of sources were used to arrive at a list of sites to assess within Cambridge, including:

- Sites identified in the following studies:
  - Strategic Housing Land Availability Assessment (SHLAA) May 2012;
  - Employment Land Review 2007 and 2012 update;
  - Cambridge Sub Region Retail Study 2008;
  - Gypsy and Traveller Provision in Cambridge: Site Assessment;
  - Cambridge Hotel Futures: Headline Figures Issues and Options Report April 2012;
  - Inner Green Belt Boundary Study 2001; Green Belt Study 2002; 2012 Green Belt Reappraisal;
  - Other documents, e.g. those produced by Cambridgeshire Horizons.
- Any sites and site boundaries identified by the Council within the Issues and Options consultation (June 2012);
- Any sites subsequently submitted by landowners and developers or their agents in their responses to the Council's Issues and Options consultation June 2012;
- Any sites identified by the Council's own internal directorates, other Councils, statutory government agencies and statutory undertakers.

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<sup>122</sup> URS (January 2013). Sustainability Appraisal (SA) of the Cambridge Local Plan: Interim SA Report 2. Issues and Options 2 Site Options

4.4.16 Sites were assessed to see whether they were suitable for allocation for the following uses or a mix of these:

- Housing;
- Employment;
- Retail;
- Leisure uses;
- Community facilities;
- Tourism uses;
- Gypsy and Traveller sites.

4.4.17 The long list of sites was initially reduced by removing those sites which had already been consulted upon in the Issues and Options 1 consultation in June/July 2012, those less than 0.5 hectares<sup>123</sup> (apart from a small number of residential sites which, due to their location, could be developed at a high density), and those where planning permission had already been granted. This resulted in 59 reasonable site options of which there were:

- 28 residential sites;
- 10 employment sites;
- 11 mixed use sites;
- 4 sites for university use;
- 3 sites for hotels;
- 2 sites for residential moorings; and
- 1 site for gypsies and travellers

In some cases the same site was assessed in relation to its potential for more than one use, so there was some double counting. All of these sites were then assessed by Cambridge City Council using the city sites pro forma. Officers within the Council and at Cambridgeshire County Council with expertise in the different areas covered by the pro forma were consulted to fill in the relevant components.

4.4.18 All of the sites were assessed in relation to all of the criteria, in order to give the most comprehensive and robust assessment possible.

4.4.19 33 sites scored 'amber' or 'green' as the overall conclusion across the Level 1 and Level 2 criteria and are therefore considered by the Council to be 'reasonable' options. All of these sites have been subjected to sustainability appraisal, the findings of which are presented in the next section of this SA Report. The sites which scored 'red' in the overall conclusion were considered to be 'unreasonable options' for potential allocation in the Plan. As such these sites have not been included as part of this appraisal. These rejected sites and their reasons for rejection were included at Appendix 1 of the Issues and Options 2 Part 2 document<sup>124</sup>.

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<sup>123</sup> Sites of less than 0.5 ha in size have been assessed as part of the City Council's Strategic Housing Land Availability Assessment (SHLAA), but will not be allocated in the Local Plan because they are not of a strategic size. The contribution that these sites can make to the City's housing provision will be assessed as part of the Council's forthcoming SHLAA update.

<sup>124</sup> Cambridge City Council (2013). Cambridge Local Plan Towards 2031. Issues and Options 2 Part 2 – Site Options within Cambridge.

- 4.4.20 Tables 4.8 – 4.14 below set out the appraisal of the performance of individual sites, both those within Cambridge and fringe sites, which are grouped by functional area, against the sustainability appraisal issues as they relate to the site appraisal criteria. Please note that the site appraisal criteria have been re-ordered from the site pro formas to align with the topics set out in the SA Framework (see Table 3.1). The column on the right hand side of each of the tables presents the SA findings of the individual sites against the key sustainability issues that were identified in the SA Framework.
- 4.4.21 As noted in paragraph 4.4.4 above, in addition to the inclusion of sustainability criteria, the site assessment pro formas also contain a range of criteria that were included to assist the Council in assessing the sites against planning and deliverability issues. As SA is concerned solely with sustainability issues, this SA presents the appraisal findings in relation to these issues only. Changes to sites between the consultation on the Issues and Options 2 document and Proposed Submission Local Plan are also reflected in these tables.
- 4.4.22 The six fringe sites fall within only two of the functional areas; five of the sites are located in functional area south and one is located in functional area north. Due to the different criteria for the city and fringe site pro formas, the SA findings for functional area south and north are presented across two tables; the first presents the SA findings for the city sites, and the second presents the SA findings for the fringe sites.

***SA findings of the cumulative effects of the sites by functional area***

- 4.4.23 In addition to the individual appraisal of sites, the second part of the SA involved carrying out an appraisal of the cumulative effects of the ‘reasonable’ site options within each functional area against the sustainability issues specific to each functional area (see sections 3.12 – 3.15 of this SA Report).
- 4.4.24 The SA findings of the cumulative effects, which include recommendations for **mitigating against potential adverse effects**, where appropriate, are presented below in each of the appraisal tables.

in the City Centre Functional Area

Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Cycle Routes	Public Transport	Train Station	City Edge	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed buildings	Historic Park	Cons. Area	Local Interest	Green Belt Loss	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	
																										<b>Sustainability Appraisal</b>
																										<p><i>64 – 68 Newmarket Road: Residential</i></p> <p>The site is relatively unconstrained across many of the sustainability areas, most notably in terms of the communities and well-being issues. This is due to its location within the city centre where many key facilities are located and its proximity to accessible natural greenspace. It should however be noted that the site is constrained due to its location within an AQMA. Although the site is located more than 800m from the train station it performs well in terms of promoting sustainable transport options due to its proximity to the City's bus services.</p> <p><b>Note – following Issues and Options 2 consultation, this site will not be allocated as it is below 0.5ha and therefore is too small to be allocated.</b></p>
																										<p><i>1 &amp; 7-11 Hills Road: Employment</i></p> <p>This site performs well across a broad range of sustainability issues and is relatively</p>

			<p>communities and well-being issues due to its proximity to key services including schools and health facilities and proximity to accessible natural greenspace. There is one potentially significant negative constraint identified in the communities and well-being category, this being the site's location within an AQMA. The site is also potentially significantly constrained in terms of flood risk in that it is known to experience fairly significant amounts of surface water flooding. Development of the site would require mitigation which could present the opportunity for improvements to be made to existing green infrastructure provision in the area.</p>
M4			<p><i>Police Station, Parkside: Mixed use</i></p> <p>The site is relatively free of constraints across the majority of the sustainability issues, which is largely due to its location within the city centre and its proximity to a number of facilities and services within the City Centre and Mill Road West. The only two notable significant constraints facing the site are its location within an AQMA and that it is located more than 800m from the train station. It should, however, be noted that as well as having good access to local cycle routes it is within 400m of bus services that link the site to other parts of the city centre and beyond.</p> <p><b>Note – following Issues and Options 2 consultation the proposed use of this site has changed. It was originally consulted on</b></p>





- 4.4.26 The allocations proposed for the City Centre area could bring about some benefits in terms of capitalising on the opportunities that growing business sectors present. For instance, there is some potential for growth to be encouraged through the allocation of two mixed use sites and one fully employment related site. It should be noted however, that both mixed use sites and the proposed full residential site will result in the loss of some existing employment space, although it is believed that this can be mitigated through allocations elsewhere. The allocation of two sites for university uses may help to create and maintain profitable relationships between businesses and academic researchers.
- 4.4.27 The proximity of all sites to employment centres, combined with their relatively good access to public transport, may help residents to gain easy access to their work places. In addition, those sites including employment space may benefit from this proximity through the clustering of industries, so creating opportunities to harness the synergistic benefits, such as cooperation and shared services, which such clusters can bring.
- 4.4.28 The effect of these allocations on the quality of life in the City Centre area will in the most part be positive. All of the sites under consideration are close to health facilities and will result in no loss of community facilities, whilst most sites are also close to outdoor sports facilities and the leisure opportunities they can offer. The majority of the allocations are close to primary and secondary schools and near to play spaces and natural green space. There are also no obvious constraints preventing any of the sites providing minimum on-site provision of public open space.
- 4.4.29 The effect of the allocations on air quality is a matter of some concern. All of the sites are within or adjacent to an AQMA. Of these sites, all could have an adverse effect on air quality, with one of these sites potentially resulting in a significant adverse effect. The effect of these allocations on the health and wellbeing of residents and visitors to the City Centre area could be significant.
- 4.4.30 One manner in which air quality issues and other environmental health concerns can be tackled is through the uptake of low carbon technologies for travel. Most of the sites perform well to moderately well in terms of access to good quality cycle routes. The majority of the sites also have good to moderate access to public transport. Distance from a train station tends to be high, apart from the sites on Hills Road, as the train station is at the edge of the city centre area. Proximity to local centres, services and employment and open spaces, plus the allocation of mixed uses should help to reduce the need to travel and encourage the use of walking and cycling.

**Table 4.9:** Appraisal of Site Options in the North Cambridge Functional Area –Sites within Cambridge Appraisal

	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	PDL	Comm. Facilities	Protected Space	Replace Space	Space Standards	Outdoor Sports	Play Space	Green Space	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Cycle Routes	Public Transport	Train Station	City Edge	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed buildings	Historic Park	Cons. Area	Local Interest	Green Belt Loss	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Sustainability Appraisal	
R1																																									<p><i>295 Histon Road: Residential</i></p> <p>The site is relatively unconstrained in terms of landscape, townscape and cultural heritage and biodiversity and green infrastructure issues. The site is more than 800m from the edge of the city centre, the nearest health centre or GP services; and more than 400 m from the nearest area of accessible natural greenspace of 2ha. The site is also not within walking distance of an existing or new train station and has poor cycle infrastructure. Development at this site may result in continued dependence on the private car unless suitable sustainable transport modes are brought forward. The site is at medium risk of surface water flooding and mitigation could affect the built form area. The site is unlikely to provide opportunities to enhance</p>

	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	PDL	Comm. Facilities	Protected Space	Replace Space	Space Standards	Outdoor Sports	Play Space	Green Space	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Cycle Routes	Public Transport	Train Station	City Edge	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed buildings	Historic Park	Cons. Area	Local Interest	Green Belt Loss	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Sustainability Appraisal	
																																									existing natural flood risk management infrastructure.
R2																																									<p><i>Willowcroft, Histon Road: Residential</i></p> <p>The site is unconstrained in relation to flood risk and land use and performs well against the landscape, townscape and cultural heritage and biodiversity and green infrastructure issues. However, there are tree preservation orders on site and mitigation would be required. The site is over 800m from the city centre and the existing or proposed train station. High traffic volumes on Histon Road and limited facilities for cyclists will act as a barrier to the uptake of cycling and the continued dependence on the private car. Histon Road Local</p>







	Health Fac.	
	Noise & Vib.	
	Light Pollution	
	Odour	
	Contamination	
	PDL	
	Comm. Facilities	
	Protected Space	
	Replace Space	
	Space Standards	
	Outdoor Sports	
	Play Space	
	Green Space	
	Secondary Sch.	
	Primary Sch.	
	AQMA	
	Air Quality	
	Emp. Centre	
	Deprived Area	
	Loss Emp. Land	
	Cycle Routes	
	Public Transport	
	Train Station	
	City Edge	
	Dist/local centre	
	Source PZ	
	Fluvial Flooding	
	Surface Flooding	
	SAM	
	Listed buildings	
	Historic Park	
	Cons. Area	
	Local Interest	
	Green Belt Loss	
	SSSI	
	Local Wildlife	
	Green Infra.	
	Imp. Biodiversity	
	TPOs	
	<b>Sustainability Appraisal</b>	
	<p>bus or train. It is noted that the area will be subject to significant public transport improvement in the future with the new railway station, links to the guided bus and improvements to cycling infrastructure. Existing cycling infrastructure may still help reduce reliance on the private car to access work helping contribute to positive health outcomes. The site is within 1000m of the A14 AQMA and any increase in traffic would contribute to worsening air quality. Surface water flooding is identified as an issue on the site. Appropriate mitigation through green infrastructure could help enhance existing natural flood risk management, improve connectivity between green infrastructure and provide co-benefits for Cambridge to adapt to climate change.</p> <p><b>Note – following Issues and Options 2 consultation, this site has been removed as it lies within</b></p>	





E3	Health Fac.		<p><b>Sustainability Appraisal</b></p> <p><i>Merlin Place: Employment</i>  The site performs well across the majority of sustainability topics and issues. It is relatively unconstrained in terms of potential impacts on landscape and townscape and biodiversity and green infrastructure related issues. However development at the site could exacerbate local surface water flooding if not carefully mitigated. The site is in close proximity to existing employment centres and within Chesterton Lower Super Output Area which may help address deprivation issues in this area (the area is within 40% of the most deprived areas in England). Potential site constraints include its distance from the city centre, the local centre at Kings Hedges Road and</p>
	Noise & Vib.		
	Light Pollution		
	Odour		
	Contamination		
	PDL		
	Comm. Facilities		
	Protected Space		
	Replace Space		
	Space Standards		
	Outdoor Sports		
	Play Space		
	Green Space		
	Secondary Sch.		
	Primary Sch.		
	AQMA		
	Air Quality		
	Emp. Centre		
	Deprived Area		
	Loss Emp. Land		
	Cycle Routes		
	Public Transport		
	Train Station		
	City Edge		
	Dist/local centre		
	Source PZ		
	Fluvial Flooding		
	Surface Flooding		
	SAM		
	Listed buildings		
	Historic Park		
	Cons. Area		
Local Interest			
Green Belt Loss			
SSSI			
Local Wildlife			
Green Infra.			
Imp. Biodiversity			
TPOs			
<b>Sustainability Appraisal</b>			



M1	Health Fac.	
	Noise & Vib.	
	Light Pollution	
	Odour	
	Contamination	
	PDL	
	Comm. Facilities	
	Protected Space	
	Replace Space	
	Space Standards	
	Outdoor Sports	
	Play Space	
	Green Space	
	Secondary Sch.	
	Primary Sch.	
	AQMA	
	Air Quality	
	Emp. Centre	
	Deprived Area	
	Loss Emp. Land	
	Cycle Routes	
	Public Transport	
	Train Station	
	City Edge	
	Dist/local centre	
	Source PZ	
	Fluvial Flooding	
	Surface Flooding	
SAM		
Listed buildings		
Historic Park		
Cons. Area		
Local Interest		
Green Belt Loss		
SSSI		
Local Wildlife		
Green Infra.		
Imp. Biodiversity		
TPOs		
		<b>Sustainability Appraisal</b>
		<p><i>379-381 Milton Road: Mixed use</i></p> <p>It is likely that this allocation will have little or no impact on the landscape, townscape and cultural heritage of the local area. The allocation would not have significant impacts on identified key biodiversity and green infrastructure issues and may provide the opportunity for improving connectivity between existing green infrastructure. The site is at risk of surface water flooding but this could be mitigated. The site is not accessible by high quality public transport, but is only just over 800m from the proposed railway station. The site is currently poorly served by existing cycling infrastructure; however, this may be improved with the proposed station. The site is within 800m of the nearest primary school and within 3km of the nearest secondary school however, these distances are likely</p>



RM 1	Health Fac.	
	Noise & Vib.	
	Light Pollution	
	Odour	
	Contamination	
	PDL	
	Comm. Facilities	
	Protected Space	
	Replace Space	
	Space Standards	
	Outdoor Sports	
	Play Space	
	Green Space	
	Secondary Sch.	
	Primary Sch.	
	AQMA	
	Air Quality	
	Emp. Centre	
	Deprived Area	
	Loss Emp. Land	
	Cycle Routes	
	Public Transport	
	Train Station	
	City Edge	
	Dist/local centre	
	Source PZ	
	Fluvial Flooding	
Surface Flooding		
SAM		
Listed buildings		
Historic Park		
Cons. Area		
Local Interest		
Green Belt Loss		
SSSI		
Local Wildlife		
Green Infra.		
Imp. Biodiversity		
TPOs		
		<b>Sustainability Appraisal</b>
		<p><i>Fen Road: Residential mooring</i></p> <p>This site would result in the change of use from green space to residential moorings. As a result it would have negative impacts on existing green infrastructure and biodiversity dependent on this, but conversely would provide opportunities to benefit aquatic dependent flora and fauna. The site is in an area known for its archaeology and development could provide opportunities for further finds. The site is not particularly well connected to existing local centres or services such as health centres and schools. The site is poorly served by existing public transport infrastructure and opportunities for cycling and walking are also currently limited. Depending on constraints on car ownership for the site, development could lead to a dependence on private car ownership and worsening air</p>

	Health Fac.	Health Fac.
	Noise & Vib.	Noise & Vib.
	Light Pollution	Light Pollution
	Odour	Odour
	Contamination	Contamination
	PDL	PDL
	Comm. Facilities	Comm. Facilities
	Protected Space	Protected Space
	Replace Space	Replace Space
	Space Standards	Space Standards
	Outdoor Sports	Outdoor Sports
	Play Space	Play Space
	Green Space	Green Space
	Secondary Sch.	Secondary Sch.
	Primary Sch.	Primary Sch.
	AQMA	AQMA
	Air Quality	Air Quality
	Emp. Centre	Emp. Centre
	Deprived Area	Deprived Area
	Loss Emp. Land	Loss Emp. Land
	Cycle Routes	Cycle Routes
	Public Transport	Public Transport
	Train Station	Train Station
	City Edge	City Edge
	Dist/local centre	Dist/local centre
	Source PZ	Source PZ
	Fluvial Flooding	Fluvial Flooding
	Surface Flooding	Surface Flooding
	SAM	SAM
	Listed buildings	Listed buildings
	Historic Park	Historic Park
	Cons. Area	Cons. Area
	Local Interest	Local Interest
	Green Belt Loss	Green Belt Loss
	SSSI	SSSI
	Local Wildlife	Local Wildlife
	Green Infra.	Green Infra.
	Imp. Biodiversity	Imp. Biodiversity
	TPOs	TPOs
		quality.
		Sustainability Appraisal

**Table 4.10:** Appraisal of Site Options in the North Cambridge Functional Area – Fringe Site Appraisal

GB6	Health Fac.	Health Fac.
	Noise & Vib.	Noise & Vib.
	Light Pollution	Light Pollution
	Odour	Odour
	Contamination	Contamination
	Comm. Facilities	Comm. Facilities
	Protected Space	Protected Space
	Replace Space	Replace Space
	Space Standards	Space Standards
	PDL	PDL
	Secondary Sch.	Secondary Sch.
	Primary Sch.	Primary Sch.
	AQMA	AQMA
	Air Quality	Air Quality
	Emp. Centre	Emp. Centre
	Deprived Area	Deprived Area
	Loss Emp. Land	Loss Emp. Land
	Shop Hierarchy	Shop Hierarchy
	Cycle Routes	Cycle Routes
	Public Transport	Public Transport
	Train Station	Train Station
	Sust. Transport	Sust. Transport
	Dist/local centre	Dist/local centre
	Source PZ	Source PZ
	Fluvial Flooding	Fluvial Flooding
	Surface Flooding	Surface Flooding
	SAM	SAM
	Listed Buildings	Listed Buildings
	Historic Park	Historic Park
	Cons. Area	Cons. Area
	Local Interest	Local Interest
	Greenbelt Overall	Greenbelt Overall
	SSSI	SSSI
	Local Wildlife	Local Wildlife
	Green Infra.	Green Infra.
	Imp. Biodiversity	Imp. Biodiversity
	TPOs	TPOs
	Best Ag. Land	Best Ag. Land
		Land between Huntingdon Road and Histon Road (NIAB3); Residential, employment or community stadium and public open space (Site is within South Cambridgeshire District Council area)
		The proposal for this site includes substantial areas of new public open space, which
		Sustainability Appraisal



Furthermore, with nearly 30% of all potential sites there is the opportunity on North Cambridge to capitalise on the inward investment that development of these sites would bring which may help trigger wider regeneration activities across the whole functional area. Although the allocation of employment sites has been removed from the Local Plan, these sites will be included within the Northern Fringe East Area Action Plan, which will allocate sites for employment and include specific policies related to the development of this area.

- 4.4.33 In terms of the environmental related sustainability issues, the sites perform well. In particular, no site is identified at risk of fluvial flooding and although some sites are identified as at risk from surface water flooding, there is the potential to mitigate this through careful design. While the majority of the city sites are on previously developed land and will not result in impacts on the Green Belt, the fringe site is in the Green Belt and is predicted to have an adverse impact. On balance, the sites perform well against the biodiversity and green infrastructure related sustainability issues which should help maintain access to leisure and open space provision and contribute to the high quality of the public realm. Only one significant constraint is identified relating to a tree preservation order on one site. Apart from the City Football Ground site, all sites have the potential to increase onsite publicly accessible open space. All sites are also within easy access to sports facilities for adults and children.
- 4.4.34 All sites perform well and are largely unconstrained in relation to protecting Cambridge's townscape and historic environment and no impacts are identified for national nature conservation designations, national heritage assets, listed buildings, historic parks and gardens or buildings of local interest. Only two sites were identified to have potential impacts on the local conservation area – one site is located adjacent to, and one within the Central Conservation area. It is unlikely that these sites would support the achievement of identified priorities within the Chesterton/Ferry Lane and De Freville Conservation Areas. The extent to which development will encompass high quality design and improve the quality of the public realm is unclear at this stage.
- 4.4.35 Only two city sites (both residential) and the fringe site are identified to have access to high quality public transport; however North Cambridge is expected to benefit from significant public transport improvement in the future with the new Cambridge Science Park railway station, links to the guided bus and associated improvements to cycling infrastructure. Three of the residential sites are considered to have very poor cycling infrastructure provision. Furthermore, apart from the site at Fen Road, all sites are within or adjacent to, or less than 1,000m from an AQMA. Three of the residential sites would be expected to result in a worsening of air quality. In order to mitigate the potential reliance on the private car and help improve local air quality, significant targeted investment in public transport, walking and cycling infrastructure will be required.

**Table 4.11:** Appraisal of Site Options in the South Cambridge Functional Area –Sites within Cambridge Appraisal

Health Fac.	Sustainability Appraisal
Noise & Vib.	
Light Pollution	
Odour	
Contamination	
PDL	
Comm. Facilities	
Protected Space	
Replace Space	
Space Standards	
Outdoor Sports	
Play Space	
Green Space	
Secondary Sch.	
Primary Sch.	
AQMA	
Air Quality	
Emp. Centre	
Deprived Area	
Loss Emp. Land	
Cycle Routes	
Public Transport	
Train Station	
City Edge	
Dist/local centre	
Source PZ	
Fluvial Flooding	
Surface Flooding	
SAM	
Listed buildings	
Historic Park	
Cons. Area	
Local Interest	
Green Belt Loss	
SSSI	
Local Wildlife	
Green Infra.	
Imp. Biodiversity	
TPOs	

R13	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	PDL	Comm. Facilities	Protected Space	Replace Space	Space Standards	Outdoor Sports	Play Space	Green Space	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Cycle Routes	Public Transport	Train Station	City Edge	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed buildings	Historic Park	Cons. Area	Local Interest	Green Belt Loss	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Sustainability Appraisal
																																							<p><i>78 And 80 Fulbourn Road: Residential</i></p> <p>The site is vulnerable to fairly significant levels of surface water flooding in the centre of the site. Mitigation through green infrastructure provision has been recommended, however opportunities for green infrastructure on the site have been assessed as low. Furthermore, the site is partially on greenfield land. Additional adverse impacts relate to the site's distance from the city centre, and poor access to an existing/proposed train station. This is compounded by poor cycle provision along the busy Fulbourn Road. The site does have good access to the bus network. Despite these adverse impacts, the site is relatively unconstrained in terms of landscape, townscape and cultural heritage. In addition, it is close to employment opportunities and is situated in a deprived area.</p> <p><b>Note – following on from Issues and Options 2 consultation, this site will not be allocated as it is below 0.5ha and is therefore too small to allocate.</b></p>	

	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	PDL	Comm. Facilities	Protected Space	Replace Space	Space Standards	Outdoor Sports	Play Space	Green Space	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Cycle Routes	Public Transport	Train Station	City Edge	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed buildings	Historic Park	Cons. Area	Local Interest	Green Belt Loss	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Sustainability Appraisal
R14	Red	Yellow	Green	Green	Yellow	Green	Green	Green	White	Green	Green	Yellow	Red	Green	Yellow	Green	Green	Green	Yellow	Green	Yellow	Green	Red	Red	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	Green	Green	<p><i>BT Telephone Exchange And Car Park, Long Road: Residential</i></p> <p>The site performs well against the majority of the sustainability issues. It is not vulnerable to flooding, doesn't use greenfield land and it is unlikely to have adverse impacts on biodiversity, the townscape, landscape or cultural heritage. The site scores less well in terms of accessibility; it is over 800 metres from the city centre, a district / local centre and Health Centre/GP; more than 400m from nearest area of accessible natural green space of 2ha; and more than 800m from an existing or proposed train station.</p>	
R15	Red	Yellow	Green	Green	Yellow	Red	Green	Green	White	Green	Green	Yellow	Red	Green	Yellow	Green	Green	Green	Yellow	Green	Yellow	Green	Red	Yellow	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	Green	Green	<p><i>Glebe Farm: Residential</i></p> <p>The site is on greenfield land but is part of an existing allocation. Originally set aside for the development of a household recycling centre, the site is now proposed for residential development. It has a number of constraints that relate to accessibility (city centre; health centre/GP and primary school). This is compounded by relatively poor access to sustainable transport modes. It may also have an impact on biodiversity as the site currently supports a declining population of farmland birds.</p> <p><b>Note: following Issues and Options 2</b></p>	

	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	PDL	Comm. Facilities	Protected Space	Replace Space	Space Standards	Outdoor Sports	Play Space	Green Space	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Cycle Routes	Public Transport	Train Station	City Edge	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed buildings	Historic Park	Cons. Area	Local Interest	Green Belt Loss	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Sustainability Appraisal
	Red	Yellow	Green	Green	Yellow	Red	Green	Green	Green	Yellow	Green	Green	Red	Yellow	Red	Green	Yellow	Green	Yellow	Green	Yellow	Red	Red	Yellow	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	Green	Yellow	Green	consultation, this site has been incorporated into site R42c	
R16	Yellow	Green	Green	Green	Green	Green	Green	Red	Red	Green	Green	Green	Green	Green	Green	Green	Yellow	Green	Yellow	Green	Yellow	Red	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	Green	Yellow	Green	<p><i>Cambridge Professional Development Centre, Paget Road: Residential</i></p> <p>The site contains designated open space, however, at present it is proposed that the open space would be excluded from development. If this is the case, the development of the site would have largely positive or neutral impacts on biodiversity, flood risk, employment and cultural heritage related sustainability issues. The site scores relatively poorly in terms of accessibility to the city centre and green space; however this could be mitigated by opening up the retained open space to the public.</p> <p><b>Note – following on from Issues and Options 2 consultation, the site boundary has been redrawn to exclude the school playing fields. The site area has been reduced to 1.49ha and the potential residential capacity has been increased to 67 dwellings to reflect achievable densities. As such, the assessment of the site in relation to the loss of protected open space</b></p>

	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	PDL	Comm. Facilities	Protected Space	Replace Space	Space Standards	Outdoor Sports	Play Space	Green Space	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Cycle Routes	Public Transport	Train Station	City Edge	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed buildings	Historic Park	Cons. Area	Local Interest	Green Belt Loss	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Sustainability Appraisal	
	Yellow	Green	Green	Yellow	Green	Green	Green	Red	Red	Green	Green	Green	Green	Green	Green	Green	Yellow	Green	Yellow	Green	Green	Red	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	would change from a negative effect to a positive effect as the allocation would no longer result in the loss of protected open space.	
E4	Yellow	Yellow	Green	Yellow	Yellow	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green	Yellow	Green	Yellow	Green	Green	Red	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	<p><i>Church End Industrial Estate: Employment</i></p> <p>Overall the site has only minor constraints or adverse impacts and on the whole performs well in relation to the sustainability criteria. It does not score well in relation to accessibility to the city centre and district centres and distance from train station. A lack of alternative transport modes could lead to increased reliance on and use of private cars.</p> <p><b>Note – following Issues and Options 2 consultation, the boundary of this site has been redrawn to remove a site with residential planning permission (this has not altered the capacity of the site).</b></p>
M3	Red	Yellow	Green	Yellow	Yellow	Green	Green	Green	Green	Green	Green	Green	Red	Green	Red	Green	Yellow	Green	Yellow	Green	Green	Red	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	<p><i>Michael Young Centre: Mixed use</i></p> <p>The site performs relatively poorly in terms of distance to the city centre; health centre/GP, primary school and green space. It does however have good access to public transport (with the exception of a train station) and good access to cycle routes. Other adverse impacts relate to air</p>	

	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	PDL	Comm. Facilities	Protected Space	Replace Space	Space Standards	Outdoor Sports	Play Space	Green Space	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Cycle Routes	Public Transport	Train Station	City Edge	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed buildings	Historic Park	Cons. Area	Local Interest	Green Belt Loss	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Sustainability Appraisal	
																																									quality, pollution, contamination and noise. It performs well in terms of cultural heritage and proximity to open space helping support community and wellbeing related sustainability issues.

**Table 4.12:** Appraisal of Site Options in the South Cambridge Functional Area – Fringe Sites Appraisal

	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	Comm. Facilities	Protected Space	Replace Space	Space Standards	PDL	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Shop Hierarchy	Cycle Routes	Public Transport	Train Station	Sust. Transport	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed Buildings	Historic Park	Cons. Area	Local Interest	Greenbelt Overall	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Best Ag. Land	Sustainability Appraisal	
GB2																																								<i>Land South of Worts' Causeway: Residential</i> The site is relatively unconstrained regarding landscape, townscape and cultural heritage issues and biodiversity issues. However, the site is adjacent to locally designated wildlife sites and on Grade 2 agricultural land. This allocation would not





	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	Comm. Facilities	Protected Space	Replace Space	Space Standards	PDL	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Shop Hierarchy	Cycle Routes	Public Transport	Train Station	Sust. Transport	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed Buildings	Historic Park	Cons. Area	Local Interest	Greenbelt Overall	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Best Ag. Land	Sustainability Appraisal		
																																									community and wellbeing issues. The site is on the edge of an area identified as being of strategic importance for green infrastructure which is proposed for grassland restoration. Cycling provision is poor, with high traffic speeds and the need to cross a busy junction in order to join cycle routes, however there may be opportunities for this to be mitigated. Around 80% of the site is on urban land with the remainder split between Grade 2 and Grade 3 agricultural land.
GB3																																							<i>Fulbourn Road West (1): Residential or Employment (Site is within South Cambridgeshire District Council area)</i> This site is on the edge of an area that has been identified as being of strategic importance for green		

	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	Comm. Facilities	Protected Space	Replace Space	Space Standards	PDL	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Shop Hierarchy	Cycle Routes	Public Transport	Train Station	Sust. Transport	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed Buildings	Historic Park	Cons. Area	Local Interest	Greenbelt Overall	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Best Ag. Land	Sustainability Appraisal
																																							infrastructure which is proposed for chalk grassland restoration. There are no protected trees on the site. This site could potentially be significantly constrained in relation to a number of the community and wellbeing issues. It is greater than 800m from either an existing or proposed train station. Cycling provision is poor, with high traffic speeds and the need to cross a busy junction in order to join cycle routes; however this could potentially be mitigated. <b>Note – following Issues and Options 2 consultation, the allocation of this site has changed from employment/housing to employment only.</b>
GB5																																						<i>Fulbourn Road East: Employment</i> This allocation would not result in development in a	

	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	Comm. Facilities	Protected Space	Replace Space	Space Standards	PDL	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Shop Hierarchy	Cycle Routes	Public Transport	Train Station	Sust. Transport	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed Buildings	Historic Park	Cons. Area	Local Interest	Greenbelt Overall	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Best Ag. Land	Sustainability Appraisal	
																																								deprived area of the City. This site is considered to be particularly constrained in terms of cycling, with no existing provision and high traffic speeds, although this could be potentially mitigated. This site could potentially be significantly constrained in relation to a number of the community and wellbeing issues.

**Cumulative effects and possible mitigation measures**

4.4.36 A key issue in the Southern area is that this part of the city will experience the greatest development at the fringes, with potential for residential development on five sites in the Green Belt. If all of the residential sites proposed in the Southern area are built out, this would result in 700 new homes in the southern part of the city. The cumulative impacts of this are likely to include increased pressure on the transport network and on community facilities, particularly schools.

4.4.37 The sites selected for the southern area can help contribute to a number of sustainability issues. One such issue is the need to tackle deprivation. Three of the sites are in the areas amongst the most deprived in the city. One of these sites will deliver employment space; another will provide housing or employment, and one site will be for housing alone; such developments may help to boost the local economy. All are located in the Cherry Hinton area to the east of the city.

- 4.4.38 In terms of the creation of successful communities, the sites perform well in some respects. For instance, all of the sites are located in close proximity to employment centres and will result in no loss of community facilities. There are some issues however. One site is near to an AQMA and could result in worsening air quality with implications for health in communities. This could be a particular concern given the moderate to poor access to health facilities available to most of the sites.
- 4.4.39 In terms of reaching services and employment, accessible public transport is within easy to moderately easy reach of all but one site. However, all of the sites are regarded as being distant from a train station. In addition, all five of the proposed residential sites are located more than 800m from the nearest primary school. The results for access to suitable cycle routes are also mixed, with many performing only moderately well, and four of the fringe sites performing particularly badly. It will be important that any new development schemes that come forward provide investment in new cycle routes and help improve access to existing cycle routes in the area in order to encourage the use of more sustainable travel options. Proximity to employment areas may help to encourage sustainable transport choices. However, the distance of many of the sites from health care facilities may result in a greater use of less sustainable means of transport.
- 4.4.40 The protection and enhancement of open space is a key concern in this area. All of the sites are capable of delivering the minimum standards of onsite public open space provision, with no obvious constraints identified. In addition, all of the sites result in no impact on the Green Belt, or a low impact which could potentially be mitigated. It is worth noting however that six of the sites fail to make use of previously developed land. In addition, two sites will result in the loss of protected open space that cannot be replaced. Following on from Issues and Options 2 consultation, one of the sites that would have resulted in the loss of protected open space has had its boundary redrawn to exclude the school playing fields, which were the protected element of the site.
- 4.4.41 Finally, in relation to flood risk the sites on the whole perform well. All are considered to be at low risk of fluvial flooding. The majority of sites are also in areas of low risk of surface water flooding, apart from three sites, all of which are residential, are in areas at medium risk.







	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	PDL	Comm. Facilities	Protected Space	Replace Space	Space Standards	Outdoor Sports	Play Space	Green Space	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Cycle Routes	Public Transport	Train Station	City Edge	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed buildings	Historic Park	Cons. Area	Local Interest	Green Belt Loss	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Sustainability Appraisal	
																																									quality public transport service within close proximity to the site.
R8																																									149 Cherry Hinton Road: Residential This site performs well across a broad range of the sustainability issues with its only significant constraint being its distance from Cambridge city centre. It performs well against the majority of the communities and well-being issues as well as the transport issues due to its proximity to the Cherry Hinton Road East and West local centres where a number of key facilities are located, and its proximity to both secondary and primary schools in the area. It is also within 400m of the Coleridge Community College Playing Fields. Development on the site could potentially result in beneficial impacts against the biodiversity and green infrastructure issues through protection of existing habitats and

	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	PDL	Comm. Facilities	Protected Space	Replace Space	Space Standards	Outdoor Sports	Play Space	Green Space	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Cycle Routes	Public Transport	Train Station	City Edge	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed buildings	Historic Park	Cons. Area	Local Interest	Green Belt Loss	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Sustainability Appraisal	
																																									enhancement of landscaping schemes. <b>Note – following Issues and Options 2 consultation, the site has been extended to include the telephone exchange on Coleridge Road (SHLAA site CC081). The telephone exchange is too small to allocate on its own and as it shares a boundary with 149 Cherry Hinton Road it makes sense to allocate them together. The site area has increased to 0.76 ha and its potential residential capacity has increased from 17 to 33 dwellings.</b>
R9																																								<i>Travis Perkins, Devonshire Road: Residential</i> This site is unconstrained against the majority of the sustainability issues. In particular it performs well against many of the community and well-being issues; for example it is located within 400m of accessible natural green space and is close to a number of local centres and key facilities. The greatest constraints faced by the site	















- 4.4.43 When considered collectively against the issues set out for the East area of Cambridge, these sites perform well in a number of respects. In terms of maintaining and enhancing open and green spaces, and the Green Belt setting the sites perform particularly well. The sites considered result in no loss of Green Belt, this is in large part due to the location of the proposed denser residential sites which are located in areas that are already surrounded by housing and are some distance away from the Green Belt. In addition, all sites make use of previously developed land, so ensuring minimal impact on green areas. The majority of the sites are regarded as having no obvious constraints that prevent the site providing minimum onsite provision of public open space and most sites have convenient access to natural green space. One site consulted on as part of the Issues and Options 2 would have resulted in the loss of protected open space which is of recreational importance (SiteR20). This could not be incorporated into any new development and so new open space would have to be provided elsewhere in an appropriate manner if significant negative effects are to be avoided. However, since the Issues and Options 2 consultation, this site has been removed from the Local Plan due to the difficulties in finding a replacement open space.
- 4.4.44 In relation to addressing deprivation, half of the sites are in areas considered to be deprived. Whilst the number of sites in such areas would ideally be greater, those that may be brought forward are spread across the Abbey and Romsey wards, with two sites in Romsey and three in Abbey. As such, these allocations may help to address deprivation across East Cambridge through the development and associated economic activity they bring.
- 4.4.45 The sites mostly perform well in preserving the character of neighbourhoods. However, there is the potential for adverse effects should mitigation measures not be put in place appropriately. Potential effects are numerous and include four sites which could impact upon historic parks and gardens unless development height is restricted; one site adjacent to a Grade 2 listed library, plus one site that is within a Conservation Area, with two others adjacent. None of the developments proposed appear to be of a size that would affect the character of the neighbourhoods they would become a part of.
- 4.4.46 With the exception of one site, which is distant from key bus services, the sites score moderately well to good in relation to public transport access. Scoring for access to rail transport and good quality cycle routes is generally moderate to poor. However, the sites are mostly in close proximity to open space, outdoor sports facilities, play spaces and employment centres, which may itself help to encourage walking and cycling.



	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	PDL	Comm. Facilities	Protected Space	Replace Space	Space Standards	Outdoor Sports	Play Space	Green Space	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Cycle Routes	Public Transport	Train Station	City Edge	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed buildings	Historic Park	Cons. Area	Local Interest	Green Belt Loss	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Sustainability Appraisal	
																																									contamination on site could limit the nature of residential development or provide justification for remediation.
R18																																									21-29 Barton Road: Residential Overall the site performs relatively well in terms of the sustainability criteria, for example in relation to flooding, national nature designations, and using previously developed land. However there are a number of potential adverse impacts and a couple of significant constraints. Most notably the site is constrained in terms of accessibility to public transport and consequent reliance on private cars. A potentially significant issue is that the current buildings are described as 'positive unlisted buildings' in the Cambridge

	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	PDL	Comm. Facilities	Protected Space	Replace Space	Space Standards	Outdoor Sports	Play Space	Green Space	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Cycle Routes	Public Transport	Train Station	City Edge	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed buildings	Historic Park	Cons. Area	Local Interest	Green Belt Loss	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Sustainability Appraisal		
																																										Conservation Area and re-development could adversely impact the townscape. <b>Note – following Issues and Options 2 consultation, this site will no longer be allocated due to conservation issues highlighted by English Heritage in their consultation response.</b>

### Cumulative effects and possible mitigation measures

- 4.4.47 Both site options within West Cambridge, Mount Pleasant House and 21-29 Barton Road, proposed residential developments with a combined capacity of 65 units. 21-29 Barton Road is currently in residential use whereas Mount Pleasant House is currently an office block.
- 4.4.48 Both sites are expected to have either neutral or positive impacts for the environment related sustainability issues. The sites are at relatively low risk of flooding and unlikely to have any impact on national or locally designated wildlife sites. Both sites capitalise on the use of previously developed land, and in doing so will help maintain open spaces and green space within the city. However, neither site provides significant opportunities for enhancing green infrastructure and there are a number of TPOs on each site, the loss of which would impact on local biodiversity.
- 4.4.49 Allocation of Mount Pleasant House has the potential to impact on a nearby historic park and garden, a building of local interest and local archaeology. It is also located in the West Cambridge Conservation Area. Barton Road is also a ‘positive unlisted building’ that has

a positive impact on the character and appearance of the Conservation Area. It is also in the vicinity of local archaeological interests. The extent to which development at these sites would impact on the local character and Conservation Areas is unclear. However, there is the potential that mitigation measures could be implemented to eliminate or minimise detrimental impacts and enhance positive ones, although following Issues and Options 2 consultation, this site is no longer being proposed for allocation following concerns about the impact on the Conservation Area raised by English Heritage. Due to the distance between the sites, no cumulative impacts of development would be expected.

4.4.50 The extent to which the allocations would encourage the use of public transport and walking/cycling is uncertain. Each site is constrained to varying degrees regarding distances to the city centre, a district/local centre, a health centre or primary and secondary schools. While Mount Pleasant House benefits from good access to public transport, cycling conditions would be poor due to the proximity of a busy junction. The opposite is true for Barton Road, which has poor access to public transport but better cycling infrastructure.

4.4.51 Mount Pleasant House is in an AQMA and exposed to poor air quality; however, the loss of the car park at this location may help contribute to improving air quality.

### ***Influence of the SA on site allocations and changes to sites following Issues and Options 2 consultation***

4.4.52 While the appraisal of site options consulted on during the Issues and Options 2 consultation identified some issues, it did not lead to the rejection of any of the sites consulted on at this stage in itself. Although the appraisal questioned the proximity of some sites to services/facilities, it was the Council's view that in a city such as Cambridge all sites are relatively sustainable in this respect, being reasonably close to facilities or 'connected' to facilities via sustainable modes of transport. So for example, being more than 800m away from a railway station or the edge of the city centre are constraints that the Council does not consider puts a site as a major disadvantage. It is also worth noting that some of the mitigation measures identified through the interim SA are not appropriate for the Local Plan, but can be taken into account at the planning application stage, when sites come forward for development.

4.4.53 The Statement of Consultation contains a summary of public consultation responses received to the sites. Also, subsequent to the appraisal and consultation on Issues and Options 2, in May 2013 the Council published a technical document supplement<sup>125</sup> which:

- Considered the merits of sites against additional assessment criteria relating to impact on education provision, site viability, landowner comments and willingness to bring sites forward;
- Set out key issues emerging from the representations on the Issues and Options 2 and the Interim SA of Site Options; and
- Provided a full technical assessment of additional sites or sites where there have been significant changes (i.e. in terms of assumed mix of uses or capacity) since Issues and Options 2.

These sites have also been subject to SA. This appraisal did not identify any significant problems with the sites as locations for development.

4.4.54 Essentially, this technical background document supplement sets out an audit of changes and whether or not a site is proposed for allocation in the Proposed Submission Local Plan, which is summarised in Table 4.15 below. These changes were not considered to have a significant impact on the findings of the SA, as for the most part they related to changes to the capacity of sites or the removal of sites from the draft Local Plan, although changes have been noted in tables 4.8 to 4.14 above. Some allocations were also brought forward from the current 2006 Local Plan, many of which already have planning consent, and in some cases are already under construction. Given that the principle of development of these sites had already been established, they have not been subject to further appraisal. Other sites have also been brought forward from the Cambridge East Area Action Plan, which was subject to a separate Sustainability Appraisal incorporating the

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<sup>125</sup> Technical Background Document – Part 2 Supplement to Part 2 Site Options Within and on the Edge of Cambridge (January 2013)

requirements of the SEA Directive, and as such further appraisal was not considered necessary.

**Table 4.15:** Sites List – Audit of Changes since Issues and Options 2

Local Plan Ref	Site Address	No. of dwelling/ha employment	Change since Issues and Options 2
<b>Residential</b>			
R1	295 Histon Road	32	The site to be allocated as defined in Issues and Options 2
R2 (Includes CC312)	Willowcroft, Histon Road	78	The site to be allocated as defined in Issues and Options 2
R3	City Football Ground	138	The site to be allocated as defined in Issues and Options 2. The potential residential capacity has been reduced from 147 to 138 to reflect a pending planning permission – 12/1211/FUL
R4	Henry Giles House, Chesterton Road	48	The site to be allocated as defined in Issues and Options 2
R5 (CC906)	Camfields Resource Centre and Oil Depot	35	The site to be allocated as defined in Issues and Options 2
R7	The Paddocks, Cherry Hinton Road	123	The site to be allocated as defined in Issues and Options 2
R8 (CC087 & CC081)	149 Cherry Hinton Road	33	This site has been extended to include the telephone exchange on Coleridge Road (SHLAA site CC081). The telephone exchange site is too small to allocate on its own and as it shares a boundary with 149 Cherry Hinton Road so it make sense to allocate them together. The site area has increased to 0.76ha and its potential

Local Plan Ref	Site Address	No. of dwelling/ha employment	Change since Issues and Options 2
			residential capacity has increased from 17 to 33 dwellings.
R9	Travis Perkins, Devonshire Road	43	The site to be allocated as defined in Issues and Options 2
R10 (CC102)	Mill Road Depot and Adjoining Properties	167	The site to be allocated as defined in Issues and Options 2
R11 (CC629)	Horizon Resource Centre, Coldhams Lane	40	The site to be allocated as defined in Issues and Options 2
R12 (CC922)	Ridgeons, 75 Cromwell Road	245	The site boundary has changed because of a drafting error in the Issues and Options 2 document, the site area stays the same. The capacity of the site has been increased from 120 dwellings to 245 dwellings to reflect achievable site densities.
R13 (CC755)	78 and 80 Fulbourn Road	0	This site will not be allocated as it is below 0.5ha and therefore too small. There was a drafting error when calculating the site area at SHLAA and Issues and Options Stage.
R14 (CC583)	BT Telephone Exchange and Car Park, Long Road	76	The site to be allocated as defined in Issues and Options 2.
R15	Glebe Farm	35	The site to be allocated as defined in Issues and Options 2. Issues and Options - R15 incorporated into R42c

Local Plan Ref	Site Address	No. of dwelling/ha employment	Change since Issues and Options 2
R16 (CC905)	Cambridge Professional Development Centre, Paget Road	67	The site to be allocated, but the site boundary has been redrawn to exclude the school playing fields. The site area has been reduced to 1.49ha and the potential residential capacity has increased to 67 to reflect achievable densities.
R17 (CC919)	Mount Pleasant House	50	The site to be allocated as defined in Issues and Options 2.
R18 (CC910)	21-29 Barton Road	0	This site has been removed because of conservation issues.
R19 (CC892)	64-68 Newmarket Road	0	This site will not be allocated because it is below 0.5ha and therefore too small to be allocated.
R20 (CC105)	Abbey Football Stadium	0	This site has been removed because of the failure to find an alternative location for this important facility.
M4	Police Station, Parkside	50	Originally consulted for mixed use (residential & hotel), but review, including consideration of the hotel study suggests a residential only allocation is more appropriate.
R22 (Site R40 in the Proposed Submission Plan)	Land north of Teversham Drift	351	New site – previously allocated through the Cambridge East AAP
R23 (Site R41 in the Proposed	Land north of Coldhams Lane	57	New site – previously allocated through the Cambridge East AAP

Local Plan Ref	Site Address	No. of dwelling/ha employment	Change since Issues and Options 2
Submission Plan)			
R24a (9.05 & 9.06)	Clay Farm, South of Long Road	2225	Local Plan 2006 Allocation to be carried forward (note site number changed to R42a in the Proposed Submission Local Plan)
R24b(9.08)	Trumpington Meadows	598	Local Plan 2006 Allocation to be carried forward (note site number changed to R42b in the Proposed Submission Local Plan)
R24c (9.13 & R15)	Glebe Farm 1	286	Local Plan 2006 Allocation to be carried forward (note site number changed to R42c in the Proposed Submission Local Plan)
	Glebe Farm 2	35	Issues and Options 2 Site R15 is incorporated into R24c (note site number changed to R42c in the Proposed Submission Local Plan)
R24d (9.12)	Bell School	347	Local Plan 2006 Allocation to be carried forward (note site number changed to R42d in the Proposed Submission Local Plan)
R25 (9.03)	NIAB	1780	Local Plan 2006 Allocation to be carried forward (note site number changed to R43 in the Proposed Submission Local Plan)
R26 (7.02) (Site R44 in the Proposed Submission Plan)	Betjeman House	156	Local Plan 2006 Allocation to be carried forward
R27 (site R45 in the	Land North of Newmarket Road	0	Local Plan 2006 Allocation to be carried forward

Local Plan Ref	Site Address	No. of dwelling/ha employment	Change since Issues and Options 2
Proposed Submission Plan)			
<b>Residential Moorings</b>			
RM1	Fen Road	0.98ha	The site to be allocated as defined in Issues and Options 2
<b>University</b>			
U1	Old Press, Mill Lane	150dws/2ha	The site to be allocated as defined in Issues and Options 2.
U2	New Museums	1.97ha	The site to be allocated as defined in Issues and Options 2.
<b>Mixed Use</b>			
M1	379-381 Milton Road	95 dwellings/0.53ha employment	Originally consulted on 40 dwellings and 1.95ha employment but following consultation with inhouse Urban Design Team the residential element has been raised to 95 dwellings and 0.5ha employment to reflect achievable site densities.
M2 (CC913)	Clifton Road Industrial Estate	550/2ha B uses	Originally consulted on 100 dwellings on an employment led development but following representations received at Issues and Options stage and advice from urban design it is proposed to allocated for 555 dwellings with 2ha employment. Site area consulted on has increased to 9ha.
M3	Michael Young Centre	50/0.5ha B uses	The site to be allocated as defined in Issues and

Local Plan Ref	Site Address	No. of dwelling/ha employment	Change since Issues and Options 2
			Options 2.
M5 (CC872)	82 – 90 Hills Road and 57-63 Bateman Street	20 – residential over B uses	The site to be allocated as defined in Issues and Options 2, but with boundary redrawn to reflect current refurbishment at 90 Hills Road.
R6 (CC443)	636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands, Newmarket Road	75	The site to be allocated as defined in Issues and Options 2. Originally consulted on for residential, now mixed use, same numbers
R21	315-349 Mill Road	128	This site has been extended to include Brookfields Hospital site following representations received from the Brookfields site owners. The site area has increased to 2.87ha, residential capacity has increased to 128 with 100sq.m employment floorspace.
M7 (7.06)	West Cambridge Site	66.9ha	Local Plan 2006 Allocation to be carried forward – Higher Education, Research, Sports, Shared facilities
M8 (9.07 & 9.11) NWAAP	North West Cambridge – University Site	91ha?	Local Plan 2006 Allocation to be carried forward – Outline PP
M9 (9.10)	Station Area	8.77ha	Local Plan 2006 Allocation to be carried forward – Mixed uses

Local Plan Ref	Site Address	No. of dwelling/ha employment	Change since Issues and Options 2
M10 (9.02 & 9.09)	Addenbrookes	68.21	Local Plan 2006 Allocation to be carried forward – Mixed uses
<b>Employment</b>			
E1	Orwell House	0.99ha	This site has been removed, it lies within the Cambridge Northern Fringe. Specific sites in this area will be dealt with in the Cambridge Northern Fringe AAP
E2	St Johns Innovation Park	3.15ha	This site has been removed, it lies within the Cambridge Northern Fringe. Specific sites in this area will be dealt with in the Cambridge Northern Fringe AAP
E3	Merlin Place	0.59	This site has been removed, it lies within the Cambridge Northern Fringe. Specific sites in this area will be dealt with in the Cambridge Northern Fringe AAP
E4	Church End Industrial Estate	5.77ha	The site to be allocated as defined in Issues and Options 2, but with boundary redrawn to remove a residential planning permission.
E5	1 and 7-11 Hills Road	1.4ha	The site to be allocated as defined in Issues and Options 2.

4.4.55 Since the Issues and Options 2 consultation, publication of the technical document supplement in May 2013, and following discussions with landowners, a further two sites were included within the Proposed Submission Local Plan. These sites were

R44, Betjeman House, which falls within the South Cambridge functional area and is proposed for office/mixed use development with a potential residential capacity of 156 dwellings, and site U3, Grange Farm, Wilberforce Road, which falls within the West Cambridge functional area and was proposed for student accommodation. The appraisal of these sites is shown in Tables 4.16 and 4.17 below, and follows the same approach as for other sites described in the sections above. The addition of these sites was not considered to fundamentally alter the findings of the cumulative impacts of sites on the different functional areas as described above.





R44																																															
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*Betjeman House*

The site is largely unconstrained and performs well across the majority of sustainability topics and issues. The site is well located in terms of high quality public transport, proximity to the train station and access to local shops, services and facilities. Cycle routes are not of high quality at present, although the situation could change with improvements to transport infrastructure in the area being brought forward in the Transport Strategy, enhancing access to sustainable modes of transport. This will be particularly important given the sites location within the AQMA. The site has a history of former industrial/commercial uses and as such there could be some contamination on site, although this would be capable of remediation.

## **Sub-regional sporting, cultural and community facilities**

4.4.56 Cambridge City Council and South Cambridgeshire District Council also worked together jointly to assess the need and potential sites for major sporting, cultural and community facilities. The background to this issue is explained in detail in Chapter 10 of the “Issues and Options 2, Part 1 – Joint Consultation on Development Strategy and Site Options on the Edge of Cambridge” document.

### ***Community Stadium***

4.4.57 Through the Issues and Options consultations in summer 2012, the Councils sought views on whether there was a need for a community stadium, and if there was, where it should be located. Cambridge City Council also sought views on specific proposals put forward by Grosvenor Estates for a stadium near Trumpington and redevelopment of the Abbey Stadium sites for a stadium, housing or another use.

4.4.58 The option of including a stadium was assessed in the accompanying SA Reports for both consultations (for the SA carried out for Cambridge City Council, see section 4.2 of this SA Report and the appraisal for Option 179). Both appraisals highlighted the potential positive benefits to the economy, open space and leisure, with consequential benefits to the health and community objectives. Impacts on site specific objectives were uncertain, as it would depend on the location of the stadium.

4.4.59 Following on from this consultation, the Councils reviewed the evidence available, to explore whether there was a need for a community stadium and what this need would encompass, which was published alongside the Issues and Options 2 consultation in 2013<sup>126</sup>. Following this review, it was decided to consult again on the issue of the need for a community stadium, and the principles that could form part of a vision for a community stadium<sup>127</sup>. The principles for a community stadium identified at paragraph 10.7 of the Consultation document would confirm the potential benefits highlighted by the previous sustainability appraisals.

4.4.60 The Review concluded that no specific objective need could be quantified requiring the provision of a community stadium. However, the Review did identify that the right package of uses in a suitable location could deliver benefits for the wider sub-region. In light of the latest work, the Issues and Options 2 consultation asked whether there was considered to be a need to plan for a community stadium.

### ***Identification of Reasonable Alternatives for a Community Stadium Site***

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<sup>126</sup> Cambridge City Council and South Cambridgeshire District Council (January 2013). Major Facilities Sub Regional Facilities in the Cambridge Area. Review of Evidence and Site Options.

<sup>127</sup> Cambridge City Council and South Cambridgeshire District Council (January 2013). Issues and Options 2, Part 1 – Joint Consultation on Development Strategy and Site Options on the Edge of Cambridge (Chapter 10 – Sub-Regional Sporting, Cultural and Community Facilities).

4.4.61 Following on from the first Issues and Options consultations, the Councils have explored the potential of a range of site options to provide a community stadium as part of the Cambridge Sub-Regional Facilities Review, including a number of sites that were suggested in responses to the consultation. The identification of potential site options is detailed in the Cambridge Sub Regional Facilities Review (January 2013). This identified potential site options within the built up area of Cambridge, on the edge of Cambridge (in the Green Belt) and outside Cambridge. Full details of site options considered but rejected prior to detailed assessment can be found in Appendix 2 of the Sub Regional Facilities Review. Following this initial review, 11 options were identified for more detailed assessment:

- Abbey Stadium site, Newmarket Road, Cambridge;
- Abbey Stadium Site plus allotment land to the south;
- Land east of Norman Way Business Park, Coldham's Lane, Cambridge;
- Cowley Road, Cambridge;
- Cambridge East – North of Newmarket Road;
- Land between Milton and Impington (Leonard Martin – Union Place);
- West of Cambridge Road, South of the A14, Impington;
- South of Trumpington Meadow (Grosvenor/Wrenbridge proposal);
- Northstowe;
- Waterbeach New Town Option;
- Bourn Airfield.

4.4.62 Similar to the Green Belt site review, sites were assessed utilising a site assessment pro forma, which was developed jointly to take into account both authorities' SA objectives. The pro forma was specifically developed to fully integrate the SA process into site assessment, and considers particular issues relevant to a community stadium. The development of the pro forma is documented in Section 5 of the Sub Regional Facilities Review report.

4.4.63 The joint Community Stadium Site Assessment Pro Forma can be found at Appendix 2 of this report. For each criterion there is an explanation as to which of the Cambridge SA topics and South Cambridgeshire SA objectives it relates to. A traffic light system has been used to score the sites from red (a significant negative impact) to green (no impact or minor impact which can be mitigated). In most cases there were three potential scores (red, amber, green) but in some cases this was extended to five categories to allow for a finer grained assessment.

4.4.64 Again, the assessment has been split into three levels. The first addresses strategic and infrastructure issues, the second site considerations, and thirdly availability and deliverability. A conclusion is then identified for each level, whether there are any significant constraints, some constraints, or only minor constraints or adverse impacts. There is then an overall conclusion identifying the level of constraints that have been identified.

### ***Results of the Appraisal***

4.4.65 A summary of the detailed assessments can be found within Table 4.18 below, with further detail contained within Volume 2 of the SA Report. The detailed assessment resulted in the rejection of two options (the existing Abbey Stadium Site and land east of Norman Way Business Park). Nine sites were considered to merit further consultation as part of the Issues and Options 2 stage, although there are major issues associated with all site options, and this may mean that some sites may not be capable of being delivered. It was considered appropriate to consult on these sites as part of the Issues and Options 2 consultation prior to any decisions being taken on whether a community stadium should be provided and if so where. The views of the local community are an important step in this process.

**Table 4.18:** Summary of the Site Pro Forma Results for Community Stadium Site Options

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
<b>Site Size (hectares)</b>	2.8	7.1	8	6.3	40	24	32.4	9	432	280 or 558	141
<b>Ability to accommodate Facilities</b>	Limited	Adequate	Limited	Adequate	Very Good	Very Good	Good	Adequate	Very Good	Very Good	Very Good
<b>Level 1 Part A: Strategic Considerations</b>											
<b>Sequential approach to main town centre uses</b>											
<b>What position does the site fall within the settlement hierarchy?</b>	G	G	G	G	A	A	A	A	R	R	RR
<b>Flood Risk</b>											
<b>Is site within a flood zone?</b>	GG	GG	GG	GG	GG	GG	GG	GG	GG	GG	GG

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
Is site at risk from surface water flooding?	GG	GG	GG	GG	GG	GG	GG	A	GG	GG	GG
<b>Green Belt</b>											
Is the site in the Green Belt?	NO	NO	NO	NO	NO	YES	YES	YES	NO	NO	NO
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core						R	R	A			
To prevent communities in the environs of Cambridge from merging into one another and with the City.						R	A	A			
To maintain and enhance the quality of the setting of						R	RR	A			

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
Cambridge											
Key views of Cambridge / Important views						G	R	G			
Soft green edge to the City						R	R	R			
Distinctive urban edge						G	R	G			
Green corridors penetrating into the City						G	A	G			
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)						R	A	A			

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
A landscape which has a strongly rural character						R	A	A			
Overall conclusion on Green Belt						R	RR	A			
<b>Impact on the Landscape and Townscape</b>											
Would development maintain and enhance the diversity and distinctiveness of landscape character?	G	G	A	G	A	R	RR	R	A	A	A
Would development maintain and enhance the diversity and distinctiveness of townscape character?	A	A	A	GG	A	RR	RR	R	A	A	A

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
<b>Impact on national Nature Conservation Designations</b>											
Would development impact upon a Site of Special Scientific Interest (SSSI)?	G	G	G	G	G	G	G	G	G	G	G
<b>Impact on National Heritage Assets</b>											
Would development impact upon a Scheduled Ancient Monument (SAM)?	G	G	G	G	G	G	A	G	G	A	G
Would development impact upon Listed Buildings?	A	A	G	G	A	A	G	G	A	A	A

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
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<b>Part B: Infrastructure Criteria</b>											
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G	G	A	A	A	G	G	A	A	A	G
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A	A	A	A	A	A	A	A	A	A	A
Is there a suitable access to the site?	A	A	A	A	A	A	A	A	A	A	A
Would allocation of the site have a significant impact on the local highway capacity?	A	A	A	A	A	A	A	A	A	A	A

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
Would allocation of the site have a significant impact on the strategic road network capacity?	A	A	A	A	A	A	A	A	A	A	A
<b>Level 2</b>											
<b>Accessibility to existing centres and services</b>											
Would development lead to a loss of community facilities?	G	G	G	G	GG	GG	G	G	GG	GG	GG
Could it form part of an existing or new community?	A	A	A	R	G	R	G	G	G	G	G
<b>Accessibility to outdoor facilities and green spaces</b>											

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
Would development result in the loss of land protected by Cambridge Local Plan (CLP) policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	G	R	R	G	G	G	G	G	G	G	G
If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local	N/A	G	G	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire )?											
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space / outdoor sports facilities and achieve the	A	GG	GG	G	GG	GG	GG	G	A	GG	GG

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
minimum standards of onsite public open space (OS) provision?											
<b>Supporting Economic Growth</b>											
Would development result in the loss of employment land identified in the Employment Land Review?	G	G	R	R	G	G	G	G	G	G	G
<b>Sustainable Transport</b>											
What type of public transport service is accessible at the edge of the	G	G	R	A	G	R	A	G	G	G	R

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
site? CITY											
How far is the site from an existing or proposed train station? CITY	R	R	R	A	R	R	R	R	R	R	R
What type of cycle routes are accessible near to the site? CITY	A	A	A	G	A	A	A	G	G	R	RR
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG	GG	GG	GG	GG	G	GG	GG	GG	G	A
SCDC Sub-indicator: Distance to a bus stop / rail station	GG	GG	A	GG	GG	RR	G	GG	GG	A	A

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
SCDC Sub-indicator: Frequency of Public Transport	GG	GG	GG	GG	GG	G	GG	G	GG	G	G
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	GG	GG	G	GG	GG	GG	GG	GG	G	G	A
SCDC Sub-indicator: Distance for cycling to City Centre	GG	GG	GG	GG	GG	GG	GG	GG	G	G	A
<b>Air Quality, pollution, contamination and noise</b>											
Is the site within or near to an AQMA, the M11 or the A14?	G	G	GG	A	G	A	A	A	GG	GG	GG

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
Would the development of the site result in an adverse impact/worsening of air quality?	A	A	A	A	A	A	A	A	A	A	A
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A	A	A	A	A	A	A	A	A	A	A
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A	A	A	A	A	A	A	A	A	A	A
Are there potential odour problems if the site is	G	G	G	A	G	G	G	G	G	G	G

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
developed, as a receptor or generator?											
Is there possible contamination on the site?	A	A	A	A	A	A	A	A	A	A	A
<b>Protecting Groundwater</b>											
Would development be within a source protection zone?	G	G	G	G	G	G	G	G	G	G	G
<b>Protecting the townscape and historic environment</b>											
Would allocation impact upon a historic park/garden?	G	G	G	G	G	G	G	G	G	G	G
Would development impact upon a	A	A	G	G	A	A	G	G	A	G	G

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
Conservation Area?											
Would development impact upon buildings of local interest (Cambridge only)	G	G	G	G	G	G	G	G	G	G	G
Would development impact upon archaeology?	A	A	A	A	A	A	A	A	A	A	A
<b>Making Efficient Use of Land</b>											
Would development lead to the loss of the best and most versatile agricultural land?	G	G	G	G	R	R	R	A	R	R	R
Would development make use of	G	A	G	G	R	R	R	R	G	G	G

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
previously developed land (PDL)?											
<b>Biodiversity and Green Infrastructure</b>											
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	A	A	A	G	G	G	G	G	G	G	G
Does the site offer opportunity for green infrastructure delivery?	A	G	A	A	G	G	G	A	G	G	A

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	G	G	A	G	G	G	G	G	G	A	G
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G	G	G	G	G	G	G	G	A	G	A
<b>Level 3</b>											
<b>Availability and Deliverability</b>											

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
Are there any known legal issues/covenants that could constrain development of the site?	R	R	G	G	G	G	G	G	G	G	G
Is the site part of a larger site and could it prejudice development of any strategic sites?	G	G	G	A	A	G	G	G	R	A	A
Is the site available for this type of development?	R	R	A	R	R	G	G	R	A	A	A
Is the site viable for this type of development?	R	A	R	A	A	A	A	A	A	A	A
Timeframe for bringing the site forward for development?	GG	GG	G	G	GG	G	G	G	G	G	GG
<b>Conclusions</b>											

	The Abbey Stadium, Newmarket Road, Cambridge	Abbey Stadium site plus allotment land	Land east of Norman Way Business Park Blue Circle site, Coldhams Lane, Cambridge	Cowley Road Cambridge	North of Newmarket Road, Cambridge East	Land between Milton and Impington (Leonard Martin – Union Place)	South of Trumpington Meadows (Grosvenor / Wrenbridge proposal)	West of Cambridge Road South of the A14, Impington	Northstowe	Waterbeach New Town Option	Bourn Airfield New Village Option
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	R	A	R	A	A	R	R	R	R	R	R
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	A	A	R	R	A	A	A	A	A	A	A
<b>Level 3 Conclusion</b>	R	R	R	R	R	A	A	R	R	A	A
<b>Overall Conclusion</b>	R	R	R	R	R	R	R	R	R	R	R

### ***Ice rink and concert hall options***

- 4.4.66 The Issues and Options consultations in summer 2012 sought views on whether there was a need for an ice rink or concert hall, and if so where these should be located. Again, the option of including these facilities was assessed in the accompanying Sustainability Appraisal Reports (see section 4.2, options 180 and 181). Both appraisals highlighted the potential positive benefits to the economy, open space and leisure, with consequential benefits to the health and community objectives. Impacts on site specific objectives or sustainable transport were uncertain as it would depend on the location.
- 4.4.67 The Cambridge Sub Regional Facilities Review (2013) considered the evidence of need for these facilities. Given the limited evidence available, instead of allocating a specific site, it was considered that the Local Plans for Cambridge and South Cambridgeshire could include a general policy that would provide a framework for considering any proposals for sub-regional facilities, so that should proposals come forward they could be appropriately considered. Potential policy options were included in paragraph 10.17 of the Issues and Options 2 Part 1 document, and within Policy 73 of the Proposed Submission Draft Local Plan, the SA of which is considered further in Section 4.6 below.
- 4.4.68 The principles focus would be on sustainable access, community safety and creating a high quality public realm. Such a policy would assist the achievement of positive impacts on a range of South Cambridgeshire sustainability objectives for creating good spaces, human health, crime, sustainable travel and transport infrastructure. Similarly, there would be positive outcomes for a number of Cambridge sustainability appraisal themes, including communities and wellbeing, landscape, townscape and cultural heritage, economy and transport.

### **Consultation on the Sites Proposed for Allocation (Issues and Options 2) Sustainability Appraisal**

Element of the SEA Directive Requirements that this section seeks to meet:

#### **Consultation:**

- Authorities with environmental responsibility and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (annex 1).

- 4.3.83 The Sustainability Appraisals related to the Issues and Options 2 documents, were made available for consultation at the same time as these documents (between 7 January and 18 February 2013). A total of 28 representations were received to the Sustainability Appraisal, of which 20 were made to the appraisal of the Part 1 document, and 8 were made to the appraisal of the Part 2 document.

4.3.84 Many of these representations echoed comments made to sections of the Issues and Options 2 Reports, rather than having a focus on the findings of the Sustainability Appraisal itself. There was some comment as to the nature of the site appraisal criteria related to climate change mitigation and renewable energy provision, with a concern that these did not go far enough to deal with the issues of our changing climate. It was considered that the wider coverage of climate change within new local plan policies would help to address these concerns. As the SA was carried out by independent consultants in order to inform the preparation of the new Local Plan, it was considered that no changes should be made to the SA as a result of this consultation.

## 4.5 REASONS FOR SELECTING THE PREFERRED POLICY APPROACH TO TAKE FORWARD INTO THE PROPOSED SUBMISSION PLAN

Element of the SEA Directive Requirements that this section seeks to meet:

- **An outline of the reasons for selecting the alternatives dealt with**, and a description of how the assessment was undertaken and any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information (Annex 1 h).

### Introduction

- 4.5.1 Set out below are 43 tables, each of which tells a 'story', for a given planning issue, about the consideration of alternatives that has preceded the development of the preferred policy approach and preparation of the Proposed Submission Local Plan.
- 4.5.2 The importance of telling this 'story' stems from the requirement for the SA Report to present 'outline reasons for selecting the alternatives dealt with'; a requirement that is taken to have a dual-meaning:
1. Discuss why it was 'reasonable' to appraise alternatives for the issues at hand (given that appraising alternatives is a particularly systematic and resource intensive way of addressing a plan issue)/discuss why the particular range of alternatives appraised was (and remains) 'reasonable'
    - In the tables below, this discussion is presented under the banner of: *'Outline reasons for this selection'*
  2. Explain (in the form of 'outline reasons') why – for each plan issue – the preferred approach (as set out in the Proposed Submission Plan) was selected in light of the appraisal of alternatives.
    - In the tables below, this discussion is presented under the banner of: *'Outline reasons for selecting the preferred approach subsequent to appraisal'*.
- The discussion under bullet point 2 includes reference to the May 2012 interim appraisal findings, which are included in Section 4.3 of this SA Report.
- 4.5.3 In addition to the 43 plan issues detailed below, the May 2012 Interim SA Report/June 2012 Issues and Options consultation document presented an appraisal of all of the options presented in the Issues and Options Report. This included those options where only one policy approach was put forward as it was considered there were no other reasonable alternatives available, as detailed in the Issues and Options Report.

## Outline reasons for selecting the alternatives dealt with in relation to 43 plan issues

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>1) Broad spatial strategy</b>	1) 12,700 new homes to 2031 - Urban growth	This is a key plan issue, and hence is discussed within a section following on from these tables (see paragraphs 4.5.4 – 4.5.13 below)	
	2) 14,000 new homes to 2031 - The current development strategy		
	3) 21,000 new homes to 2031 - Enhanced levels of urban and Green Belt growth		
	4) 25,000 new homes to 2031 / Significantly increased levels of urban and Green Belt growth		

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>2) Level of employment provision</b>	1) 10,000 new jobs to 2031	The options presented were arrived at by looking at forecasts of future levels of job growth and by considering how these will impact on Cambridge's economy. Option 1 (10,000 new jobs to 2031) is based on a 'low growth' [i.e. lower than baseline national GDP growth] scenario run of the Cambridge Econometrics forecasting model. It is similar to the level of job growth between 1991 and 2001 (according to the model). <sup>128</sup> Option 2 (15,000 new jobs to 2031) is based on a 'baseline' [based on a GDP growth between 2.4% and 2.6%] scenario run of the Cambridge Econometrics forecasting model. It is also similar to the level of jobs growth predicted by the trend based Cambridgeshire Development Study forecasts and the past level of job growth identified by the East of England	The Interim SA identified that the 20,000 new jobs option (Option 3) would have a positive impact on the local and national economy, particularly if a balanced approach is pursued in terms of other land uses (particularly housing) and the types of jobs created. Since publication of the Issues and Options report (June 2012) and Interim SA Report further work on Objectively Assessed Need (through the SHMA and the Cambridgeshire County Council Population, Housing and Employment Forecasts Technical Report) has identified an objectively
	2) 15,000 new jobs to 2031		
	3) 20,000 new jobs to 2031		

<sup>128</sup> <http://www.cambridgeshire.gov.uk/business/research/economylab/Cambridgeshire+scenarios.htm>

	<p>Forecasting Model (EEFM) between 1991 and 2001.</p> <p>Option 3 (20,000 new jobs to 2031) is based on a ‘high growth’ [based on a 0.5% higher than baseline national GDP growth] scenario run of the Cambridge Econometrics forecasting model. It is also similar to the level of jobs growth predicted by EEFM baseline forecast, and the Cambridge Econometrics baseline forecasts incorporating county population projections.</p> <p>No option below 10,000 new jobs was considered on the basis that such an approach would constrain Cambridge’s economic potential. Cambridge is a world leader in higher education and research, and the City’s contribution to national and regional economic success is well understood. Failing to meet the land and floorspace requirements of business would constrain the potential of the local and national economy.</p> <p>No option above 20,000 new jobs was considered as there would be implications for the demand for new homes.</p>	<p>assessed need for 22,100 jobs to 2031. The methodology used to calculate this figure is consistent with neighbouring authorities; hence this figure is the Council’s preferred option. This is closest to Option (3).</p>
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Issue	Alternatives <sup>129</sup>	‘Outline reasons’ for this selection	‘Outline reasons’ for selecting the preferred approach subsequent to appraisal
<b>3) Broad locations for future development</b>	1) Development within the Urban Area of Cambridge	To ensure that the testing process for the Local Plan was robust, all possible locations at the edge of Cambridge (including areas which straddle the boundary with South Cambridgeshire District Council) were identified as broad locations in the Issues and Options Report.	Interim SA identified positive and negative aspects of each broad location. As a result of the SA, and consultation responses to the Issues and Options Report none of these areas were dismissed at this stage and sites within all of these areas were subsequently assessed by way of a pro forma (which ‘integrated’ SA) at Issues and Options 2 stage (see discussion in Section
	2) Broad Location 1: Land to the North & South of Barton Road		
	3) Broad Location 2: Playing Fields off Grantchester Road Newnham		
	4) Broad Location 3: Land West of Trumpington Road		

<sup>129</sup> N.B. These are locational *options* as opposed to *alternatives*, i.e. they are stand-alone suggestions. They were appraised with no assumption as to their mutual exclusivity.

5) Broad Location 4: Land west of Hauxton Road		4.4).
6) Broad Location 5: Land South of Addenbrookes Road		
7) Broad Location 6: Land South of Addenbrooke's and Southwest of Babraham Road		
8) Broad Location 7: Land between Babraham Road & Fulbourn Road		
9) Broad Locations 8, 9 and 10		

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>4) Settlement hierarchy</b>	<p>1) Maintain the current hierarchy of centres with new additions</p> <p>2) Change the position of some centres within the hierarchy with new additions</p>	<p>In line with the NPPF, local plans should define a network and hierarchy of centres that is resilient to anticipated future economic changes. The vitality and viability of centres should be supported and policies developed for the management and growth of centres over the plan period. The hierarchy will also be the basis of the sequential approach.</p> <p>At the time of the Issues and Options Report the City Council was carrying out a survey to assess how the centres are functioning and whether there should be any changes to the centre boundaries and positioning of centres within the hierarchy. This approach led to the alternatives presented here.</p>	<p>The preferred approach taken is a hybrid of the two options, which changes the position of some centres within the hierarchy and recognises the new centres coming forward at the station and in the urban extensions. However, it also protects all of the smaller centres, which may have lost their protection, as neighbourhood centres. This recognises the benefit of these smaller centres to local people for day-to-day needs. This is in line with interim SA findings, which suggested that the best approach in terms of sustainability is to ensure that the hierarchy is based upon current information on how the hierarchy is functioning.</p>

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>5) Cambridge East</b>	<p>1) Retain current allocation for development of an urban quarter</p> <p>2) Remove the allocation, but safeguard the land for development post 2031.</p> <p>3) Remove the allocation and return the land back to the Green Belt</p>	<p>The development of a major new urban quarter for Cambridge at Cambridge East, comprising 10,000-12,000 new homes, was a key part of the spatial strategy in the current Local Plan and South Cambridgeshire Local Development Framework. In February 2008, the councils jointly adopted the Cambridge East Area Action Plan (AAP).</p> <p>Whilst Marshalls had been actively looking into relocation options for the airport activities since 2006, they announced in April 2010 that they intended to remain at Cambridge Airport for the foreseeable future, i.e. beyond 2031. This meant that the councils would need to explore implications for the future direction of development in their respective areas as well as how the current allocation should be dealt with through the review process.</p> <p>Option (1) is to retain the current allocation for development of a new urban quarter at Cambridge East. This approach would provide flexibility if circumstances changed again in the period to 2031. Option (2) is for the Airport land be safeguarded for future development at Cambridge East after 2031 on the basis that Cambridge East is one of the most suitable locations for the sustainable development of the</p>	<p>The preferred approach is to remove the allocation but safeguard the land for development post 2031 for most of the site (Option 2). Three parts of the site (one mainly in South Cambs, one other cross border site and one entirely within Cambridge) are to be safeguarded for development. Interim SA suggested 'uncertainty' in terms of the merits of each option, but noted that Option (2) provides less certainty to developers and may hamper confidence in the local economy. The Council feels that Option (2) provides the most certainty to communities and developers that the majority of the site will not come forward before 2031, and the situation can be reviewed again in the future.</p>

		area. Option (3) is to return the land to the Green Belt. This could be the whole site or the open parts of the site. This would be on the basis that the land will not be developed in accordance with the reasons that it was taken out of the Green Belt.	
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Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>6) Reduction of carbon emissions from new development</b>	<p>1) Detailed targets for onsite carbon emission reductions that relate to levels of the CfSH being sought</p> <p>2) Detailed targets for onsite carbon emissions reductions in line with the findings of Decarbonising Cambridge</p> <p>3) Leave carbon reduction to Building Regulations and continue to operate a percentage renewable energy policy.</p>	<p>The NPPF recognises the role that planning has to play in shaping places to secure 'radical' reductions in greenhouse gas emissions. Three alternative approaches are presented that are 'radical' to a greater or lesser extent:</p> <ul style="list-style-type: none"> <li>• Option 1 would involve setting detailed targets for on-site carbon reduction for residential development linked to level 4 of the Code for Sustainable Homes, rising to zero carbon from 2016 onwards. Targets for non-residential development would be linked to Building Regulations;</li> <li>• Option 2 would involve setting detailed targets for on-site carbon emissions reductions in</li> </ul>	<p>In determining which policy approach to take forward into the draft Local Plan, a key factor has been the issue of conformity with the National Planning Policy Framework and its requirement for any local policy to be "consistent with the Government's Zero Carbon policy". Of the three approaches consulted on at the Issues and Options stage, the option of requiring a 44% reduction up to 2016, with the implementation of national Zero Carbon policy from 2016 (Option 1) is considered most likely to pass the test of conformity with the requirements of the National Planning Policy Framework. It requires that developers take a 'step' towards Zero Carbon development, which is considered appropriate. Also, it is the approach that is being delivered on many development sites within Cambridge at present and as such is demonstrably 'viable'.</p> <p>While it is noted that this approach is not fully in keeping with the recommendations of the Decarbonising Cambridge Report, there is a concern that given the wording of the National Planning Policy Framework in relation to 'consistency with national Zero Carbon policy', this evidence base may not be sufficient to justify such a policy as it exceeds the level of carbon compliance which lies at the heart of the national Zero Carbon definition.</p> <p>Option (1) did receive support at the Issues and Options</p>

		<p>line with the findings of Decarbonising Cambridge (70% on-site carbon reduction for residential development);</p> <ul style="list-style-type: none"> <li>Option 3 would involve leaving carbon reduction to Part L of Building Regulations, but continuing to operate a percentage renewable energy policy.</li> </ul>	<p>consultation. Interim SA noted that this approach would ensure that development was on the path to meeting Zero Carbon requirements in 2016, resulting in positive effects on many of the sustainability topics. However, the interim SA did favour Option (2), stating that -</p> <p><i>“the evidence base suggests that higher levels of carbon reduction are possible, and therefore tighter standards than those presented in [Option 1] could potentially help Cambridge to achieve its Vision of being a low carbon city, with associated advantages in terms of competitiveness.”</i></p>
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Issue	Alternatives	‘Outline reasons’ for this selection	‘Outline reasons’ for selecting the preferred approach subsequent to appraisal
<b>7) Water efficiency</b>	1) Target of water neutrality	<p>Cambridge is an area of severe water stress. Water supplies are finite and abstraction can have a negative effect on the environment. Evidence indicated that beyond 2035, without the development of additional resources, the supply of water to new developments will exceed the available output. The Cambridge average is currently 150 litres/head/day.</p> <p>Three options were presented ranging from the least cost 105l/head/day (which would still result in an increase in the amount of water being used in Cambridge each year) to Water Neutrality (which would be equivalent to not building at all but would be very costly to achieve, requiring action in the existing built environment as well as new development). A middle option of 80l/head/day was also presented.</p>	<p>80 l/h/d target was chosen as the preferred approach as this is supported by Cambridge Water and is being delivered in viable new developments in Cambridge. It is therefore an option that is deliverable and viable and offers significant reductions in water use over the current Cambridge average. 105 l/h/d target was not chosen because it does not provide significant enough reduction in water usage.</p> <p>Interim SA showed Water Neutrality to perform well in terms of sustainability objectives; however, this approach is unachievable at the ‘scale’ of the individual development as measures in the existing housing stock would need to be introduced. There is no current planning mechanism to implement this approach. However, it should be noted that the draft Water Bill, which was published in July 2012, is giving consideration to charging mechanisms and</p>
	2) Target of 80l/head/day		
	3) Target of 105l/head/day		

			connection charges that may enable water neutrality to be implemented in the future without the need for a specific planning policy
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Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>8) Water efficiency in non-domestic buildings</b>	<p>1) Apply the BREEAM method and achieve the highest points available for all of the water criteria.</p> <p>2) Achieve high water efficiency standards, i.e. BREEAM rating of 'very good' to 'excellent'</p>	Evidence suggests that the highest water efficiency levels practicable would involve applying the BREEAM method and achieving the highest points available for all of the water criteria. This approach would lead to reductions of up to 65%; however, it is also important to test a more stringent approach, i.e. an approach that would involve working towards 'water neutrality. An alternative (less ambitious) approach would involve requiring BREAM 'very good to excellent', which may only result in reductions of 12.5%.	Option (1) is the preferred approach. The alternative option does not offer significant enough reductions in water usage (12.5%) and non-residential buildings can be significant users of water. Larger scale water efficiency schemes are also more cost effective.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>9) Tall buildings</b>	<p>1) Criteria based policy on the acceptability of tall buildings</p> <p>2) Policy identifying specific areas suitable for tall buildings</p> <p>3) Limits on building heights</p>	Cambridge has a rich and varied skyline; however the overall character of the city's skyline is one of individual, rather than clustered, comparatively tall and slender structures (mainly church and college towers, turrets, spires and chimneys) emerging above a low lying city. The city generally lacks clustered modern towers and bulky buildings. There is concern that tall buildings could harm the character and skyline of both the	<p>Interim SA noted that all aesthetic considerations involve some uncertainty. Despite this, it noted that the criteria based approach (Options 1 and 2) should provide a useful framework for decision-making and in-turn offering protection to the city's townscape.</p> <p>Consultation at the Issues and Options stage revealed that the majority of respondents supported Option (1) and hence this is now the approach reflected in Policy 60 of the Plan. This approach is consistent with the document <i>"Guidance for the</i></p>

		<p>historic centre and the city as a whole.</p> <p>These options build upon recent work carried out on the development of the Cambridge Skyline Guidance document, and have been informed by the outcomes of the public consultation on this guidance. They are considered to be ‘the reasonable options’ taking account of the special character of the Cambridge skyline and the role this has to play in the setting of the city.</p>	<p><i>application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006)” produced in 2012 by the City Council. It is appropriate in the Cambridge situation as it reinforces the need to analyse and respond to local context and character when considering tall buildings.</i></p> <p>Due to the modest scale of the city, there is no need and little opportunity to create zoned areas for tall buildings. Whilst some locations lend themselves to localised increases in height - such as at local nodes (focal points of urban activity), key junctions and corners, at the ends of vistas, and at transport intersections - zoning for tall buildings would be crude in application and would not be responsive to local context or the particular characteristics of different parts of Cambridge.</p> <p>A blanket limit on height in the city (Option 3) is considered equally unsuitable. It could be too flexible in some areas and too restrictive in others. For example, given the sensitivity of important historic landmark buildings in the city centre, new buildings need to respect established views in this area and not “compete” against iconic college or ecclesiastical buildings. In other areas e.g. key nodes that are developing or could further develop, a specific height limit may be unresponsive to changing circumstances.</p>
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Issue	Alternatives	‘Outline reasons’ for this selection	‘Outline reasons’ for selecting the preferred approach subsequent to appraisal
<b>10) Enhancement of biodiversity</b>	1) Within all development 2) Within major developments only	The NPPF and the Council’s Nature Conservation Strategy (2006) operate a no net loss of biodiversity principle, resulting from new development, whilst	Interim SA found that all options were likely to have benefits by resulting in higher quality greenspaces across the City and so could

	<p>3) Include reference to the enhancement of biodiversity within a policy focused on design of the public realm, landscape and other external spaces</p>	<p>promoting opportunity for on and off-site enhancement.</p> <p>There is an important choice to be made between A) focussing efforts on larger development sites (where there can be the opportunity for maintaining / creating habitats that can make a significant contribution to the large-scale ecological networks) and B) focussing efforts across all development sites, including smaller sites where the ‘gains’ to be had will be of more local importance.</p> <p>Another option is to have a standalone policy that makes explicit reference to the need for developments to assess the site’s position in the ecological network and provide suitable protection and enhancement of important features of nature conservation.</p>	<p>potentially help to contribute to providing wider ecosystem services. Option (1) was thought to potentially provide the greatest gains as a standalone policy.</p> <p>Improvement of biodiversity is a theme throughout the draft Local Plan and is referred to in several policies. In particular Policy 59 refers to the fact that development will be supported where species are selected to enhance biodiversity through the use of native planting and/or species capable of adapting to climate change. Other policies also seek to protect biodiversity eg Policies 67, 69, 70, 71.</p>
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Issue	Alternatives	‘Outline reasons’ for this selection	‘Outline reasons’ for selecting the preferred approach subsequent to appraisal
<p><b>11) Proportion of affordable housing required of qualifying developments</b></p>	<p>1) 40% or more</p> <p>2) 50% or more</p> <p>3) 30% or more</p>	<p>The availability of Affordable Housing in Cambridge to meet housing need is a key issue. The Strategic Housing Market Assessment sets out the annual need for 2,140 new Affordable Homes per year over the five years between 2009/10 and 2013/14 to deal with existing and newly arising housing need and then 592 per annum thereafter up to 2027/28. The Strategic Housing Market Assessment is in the process of being updated, and these figures may be subject to change. The Affordable Housing need in Cambridge is therefore much greater than the level of housing that can ever</p>	<p>Interim SA suggested the need to seek to achieve as high a percentage of Affordable Housing as possible; however, viability was a key determinant when selecting a preferred approach. Given the council’s findings on viability, it was agreed at Development Plan Scrutiny Sub Committee in February 2013 that the preferred approach is to require 40% or more Affordable Housing units (on sites of 15 units or more). However, the qualifying threshold for affordable housing has been lowered and a staggered approach to affordable housing proposed as follows:</p>

		<p>be fully met.</p> <p>Evidence from the draft Infrastructure Study 2012 suggests that 40% Affordable Housing is viable in Cambridge. A lower proportion (30%) of Affordable Housing may allow other sites that were not previously considered by developers to be viable to be brought forward; whereas vice versa a higher proportion (50%) would provide a greater contribution to need in the City but may result in development being rendered unviable on some sites.</p>	<ul style="list-style-type: none"> <li>• Sites of between 2 and 9 units – a minimum of 10% affordable housing;</li> <li>• Sites of between 10 and 14 units and sites of between 0.3 and 0.49 hectares – a minimum of 25% affordable housing;</li> <li>• Sites of 15 or more dwellings or sites of 0.5 hectares or more – a minimum of 40% affordable housing.</li> </ul> <p>This is in recognition of the level of housing need within the city and the findings on viability.</p>
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Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<p><b>12) Qualifying threshold for affordable housing provision</b></p>	<p>1) Lower than current 2) Maintain current</p>	<p>With a view to encouraging greater provision of affordable housing there is also the need to consider the appropriate 'qualifying threshold'. Lowering the qualifying threshold may result in more affordable housing being built but could also mean fewer sites being developed due to viability issues.</p>	<p>In light of the level of housing need in the city, viability testing considered the impact of lowering the threshold of the Council's affordable housing policy to apply to smaller sites than currently covered by the adopted Cambridge Local Plan 2006 (15 units). This may be either through on-site provision of affordable housing or via a financial contribution mechanism. The Council's Small Sites Affordable Viability study (2013) tested a range of affordable housing options on sites of between 2 and 14 dwellings by running appraisals on a variety of development scenarios or site typologies that reflect the nature of development coming forward across the city.</p> <p>It was established that the Council's viability testing allowed for the following thresholds to be set within the policy:</p>

			<ul style="list-style-type: none"> <li>• Sites with capacity for between 2 and 9 dwellings should provide for a minimum of 10 per cent affordable housing;</li> <li>• Sites with capacity for between 10 and 14 dwellings or on sites of between 0.3 and 0.49 hectares should provide for a minimum of 25 per cent affordable housing on-site;</li> <li>• Sites with capacity for 15 dwellings or more or on sites of 0.5 hectares or more should provide for a minimum of 40 per cent affordable housing on-site.</li> </ul>
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Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>13) Affordable housing contribution from new student accommodation</b>	1) Yes 2) No	<p>Given the need for more affordable housing in Cambridge it was recognised that the option to require affordable housing contributions from new student accommodation should not be ruled out before careful consideration.</p>	<p>Requiring Affordable Housing contribution from new student accommodation would respond to the existing demand and need for increased provision, but it may have an adverse effect on viability of proposals for student accommodation and in turn lead to fewer proposals for student accommodation coming forward. This could exacerbate the existing pressure on the city's housing stock. These concerns were raised by interim SA.</p> <p>In investigating this issue, the council appointed Dixon Searle to undertake viability assessment on the provision of Affordable Housing through the delivery of student accommodation. On the basis of the results generated from analysis, Dixon Searle advised the council that the average surplus is too low to confidently recommend that the council include a policy for the collection of financial contributions from student accommodation at this stage.</p>

			<p>A notional very low charge could potentially be levied but this could mean that any financial contribution towards Affordable Housing could potentially reduce or even remove any buffering inherent within the Community Infrastructure Levy rate suggested for student accommodation.</p> <p>As such, the preferred approach is not to seek Affordable Housing contribution from new Student Accommodation (Option 2).</p>
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Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<p><b>14) Housing mix (tenure)</b></p>	<p>1) Develop a policy that specifies the tenure mix</p> <p>2) Not specify the tenure mix in the Local Plan but address through planning applications drawing on the SHMA and Affordable Housing SPD (which would be reviewed regularly)</p>	<p>In accordance with the NPPF, the Council encourages a mix of tenures to be provided as part of new development. With high levels of need for rented housing identified through the housing register, the Council currently resolves to achieve that 75% of Affordable Housing on qualifying sites should be Social Rented Housing and 25% Intermediate Housing.</p> <p>One option is to present a policy that specifies the tenure mix. In practice, this would be difficult to achieve in an evidence-based manner given continually changing local circumstances.</p> <p>A second option is to continue with the current approach and not specify the tenure mix; rather, advice on this would continue to be provided through the SHMA and Affordable Housing SPD (which enables flexibility).</p>	<p>Option 2 was supported at Development Plan Scrutiny Sub Committee in February 2013 and is in-line with the findings of the interim SA. The policy will allow for greater flexibility, by stating the need to consider tenure mix, making reference to the Strategic Housing Market Assessment and the council's Affordable Housing Supplementary Planning Document. Both the Strategic Housing Market Assessment and the council's Affordable Housing Supplementary Planning Document are capable of being updated more regularly than the Local Plan to reflect changing circumstances, including the ongoing impact of Affordable Rents and fundamental reforms to the welfare system.</p>

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>15) Housing mix (types and sizes)</b>	<p>1) Policy specifying the mix of housing sizes and types to be achieved</p> <p>2) A more general policy provision</p>	<p>There is a need to ensure that a mix of dwelling sizes and types is provided, adding to the overall choice available and to meet a range of needs. There is a risk, however, in being overly prescriptive. Inevitably, a balance must be struck.</p>	<p>Following agreement at Development Plan Scrutiny Sub Committee in February 2013, and in line with the findings of the interim SA, the council is pursuing Option (1), which will enable flexibility to adapt to any future changes in circumstances in the wider economy and in the local housing market. Updates to the Strategic Housing Market Assessment and the council's Affordable Housing Supplementary Planning Document can reflect and allow for changes in local housing need more frequently and more regularly than through formal plan making.</p>

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>16) Density</b>	<p>1) No specific requirements (i.e. consider on a case by case basis in light of design considerations)</p> <p>2) Establish minimum density for the city centre only</p> <p>3) Establish a minimum density for sites within 400m of district and local centres on high quality public transport routes</p> <p>4) Establish a minimum density of 30dph for all new development sites</p>	<p>Cambridge is a compact city and the efficient use of land is a key issue. By increasing density, land can be used more efficiently and can play an important role in delivering much needed housing and employment, as well as supporting local facilities and services as well as public transport. However, higher density creates challenges in delivering high quality development and in successfully accommodating functional aspects of a scheme, such as bins, bicycles, cars and private and public open space.</p> <p>A full range of options are presented based on different geographical boundaries, proximity to</p>	<p>Consultation on all four options prompted suggestions that maximum densities should be established instead of minimum thresholds, to prevent 'cramming' and issues related to inadequate internal and external spaces. This reflects the fact that many schemes are perceived as excessively dense because they struggle to deal with providing a comfortable environment or the more functional challenges of accommodating bikes, cars and bins.</p> <p>It was considered that a policy of this nature would be too restrictive and may lead to sites within sustainable locations, which could support higher densities, not being optimised. Higher densities do not automatically equate to inappropriate, space</p>

		district and local centres, and transport interchanges; and a blanket density requirement across all new developments.	<p>poor developments. Through well thought out, careful design, it is possible to achieve good quality higher density living environments; for example, as demonstrated by the award winning Accordia development.</p> <p>Option (1) is preferred, which proposes to assess the density of new development on a case-by-case basis against local character, and other design and sustainability policies. On balance, this approach is in keeping with the findings of interim SA, which recognised shortcomings in all of the identified options on density.</p>
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Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>17) Space standards</b>	1) Establish minimum standards based on the level of occupancy  2) Establish minimum standards for a range of dwelling types	<p>The provision of sufficient space is an important element of good residential design and new dwellings should provide sufficient space for basic daily activities and needs.</p> <p>The options presented are based on national guidance and research undertaken looking at policies set by other local planning authorities. They present the only reasonable metrics by which minimum standards can be effectively ascribed.</p>	<p>The approach taken was to follow Option (1) on space standards given the specificity of use of bedspaces and the ease of including this information in design and access statements. However, within Option (1), following further research of existing standards across the country and consideration of developing a Cambridge-specific approach, it was considered that two main approaches on overall unit sizes required further consultation as a part of Issues and Options 2 (January – February 2013). Briefly, they comprised 'Option I.1' which originated from the London Housing Design Guide which informed the standards in the adopted London Plan (2011) and 'Option I.2', which stemmed from the Homes and Communities Agency Housing Quality Indicators (2008). Overall, Option I.1 was supported much more strongly than Option I.2.</p> <p>Some respondents objected to the inclusion of any policy in the Local Plan setting out space standards. These objections were based on</p>

			<p>concerns about the impact of such standards on the affordability and viability of housing. It should be noted that some research was undertaken on the unit sizes of specific approved developments within Cambridge, in order to ascertain whether the proposed standards in Options I.1 and I.2 were significantly above the norm for Cambridge. A number of assessed schemes coming forward in the city were considered to meet or exceed the proposed standards. Additionally, the viability work on the delivery of Affordable Housing and for the Community Infrastructure Levy included minimum internal space standards for a range of dwelling units based on the London Plan standard in order to help test that building to this standard is viable.</p>
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Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<p><b>18) Space standards (external)</b></p>	<p><b>Space</b></p> <p>1) Establish minimum space standards for private outdoor amenity space</p> <p>2) Set a more general provision</p>	<p>In relation to external space standards there is a need to consider whether this should be determined on the basis of the number of bed spaces within the dwelling. Alternatively, a more general policy provision could be set (i.e. a policy that does not set specific standards).</p>	<p>The approach taken is to pursue a flexible, criteria based policy for determining adequate provision of external amenity space for houses and flats. The criteria include those issues considered to be most influential in the development management process. The preferred approach is essentially a combination of Options (1) and (2).</p> <p>This approach is appropriate given the varied nature of the city and the need to consider context flexibly. Cambridge has a number of areas of varying townscape character, with different densities, dwelling types and sizes, garden sizes and distances between dwellings. A universal approach to external amenity space would not necessarily be contextually suitable. As such, it is considered that a criteria-based approach based on</p>

			<p>key issues such as location and context, orientation, shape and size of amenity space and its usability, is the most appropriate way forward. Additionally, the number of bedspaces provided by the dwelling will need to be considered in reaching an appropriate solution, providing space for seating, play space, drying and storage space.</p> <p>N.B. The council undertook further consultation in January and February 2013 on Issues and Options 2. This included Option I.3 on External Amenity Space, which took forward the agreed approach of combining Options (1) and (2).</p>
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Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<p><b>19) Lifetime homes standards</b></p>	<p>1) Standard applied to all new housing developments</p> <p>2) A proportion of new homes to meet standard</p>	<p>The Government's strategy for meeting the growing housing demands of an ageing population requires all new housing built with public funding to meet the Lifetime Home standard by 2011.</p> <p>Option (1) is to require all new private and Affordable Housing development to meet Lifetime Homes standards, i.e. flexible and adaptable housing to suit a range of needs and changing circumstances for all; despite the fact that this would have implications for development viability.</p> <p>Option (2) is to require a proportion of new housing to meet Lifetime Homes standard. This would either seek to apply the current approach</p>	<p>Whilst the <i>internal</i> requirements of Lifetime Homes are fairly straightforward to achieve and relate well to other standards such as the London Plan and Homes and Communities Agency's residential space standards, the <i>external</i> space standards can be more difficult to achieve on all sites, particularly in relation to parking layout and level access from this to the home.</p> <p>However, viability testing of residential development in setting the draft Community Infrastructure Levy charges has factored in both Lifetime Homes and Affordable Housing policy thresholds and percentages and found the policy approaches not to harm viability. As such, it was considered that Option 1 was not overly onerous and hence it has been taken forward. Option (2) is not favoured on the basis that it misunderstands</p>

		(i.e. a minimum 15% of new homes to meet the standard) or would require a higher proportion of new homes to meet the standard with a requirement that all new Affordable Housing should be to Lifetime Homes standards.	<p>the fundamental nature of Lifetime Homes as an application of the principle of inclusive design which tries to ensure that all designs are suitable for the full diversity of users and can be adapted to meet the diversity of needs of that user throughout their lifetime.</p> <p>On balance, this approach is in keeping with the findings of interim SA, which recognised shortcomings in both identified options.</p>
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Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<p><b>20) Protecting garden land and the subdivision of existing plots</b></p>	<p>1) Criteria based policy to enable small scale residential development and infill development in the rear of gardens</p> <p>2) Policy to restrict infill development in rear gardens</p>	<p>Small scale housing developments and infill developments in the rear of gardens make an important contribution to the overall housing supply in Cambridge and add to the housing stock in ways that are in many respects 'sustainable'. However, in recent years, the issue of infill developments in the rear of gardens (sometimes known as 'garden grabbing') has become a contentious issue in Cambridge.</p> <p>One option is to set a criteria-based policy which acknowledges the importance that small scale residential development and infill development in rear gardens can play in increasing housing supply in Cambridge subject to certain factors. The criteria would allow appropriate sites to be developed and inappropriate development to be resisted.</p> <p>Another option is to resist the development in the rear of gardens. There is a risk that this would not</p>	<p>Option (1) has been taken forward as it is likely to help increase delivery of much-needed new housing in Cambridge. In areas of existing low density development or where existing buildings are demolished, this policy could potentially achieve new housing without compromising sustainable communities and the quality of the environment. On balance, this approach is in keeping with the findings of interim SA which recognised shortcomings in both identified options.</p>

represent a 'balanced approach' given the contribution such developments can make to overall housing supply.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<p><b>21) Selective management of the economy</b></p>	<p>1) Continue with current 'Selective Management' approach</p> <p>2) Amend the 'Selective Management' approach to include some additional uses</p> <p>3) No policy (market-led approach)</p>	<p>Cambridge has a long established policy of 'Selective Management of the Economy' whereby employment uses that have an essential need for a Cambridge location or provide a service for the local population are given positive support. This ensures that the limited supply of land in Cambridge is reserved for businesses that support the Cambridge economy. The Cambridge Cluster at 50 study noted that this approach may be having unintended consequences of discouraging large scale, high value manufacturing as well as high-tech headquarter functions from locating in the area, and recommended that the Council review this policy. National policy requires local authorities to plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries. Three alternative approaches are presented.</p> <p>Option (1) is based on the current approach of continuing with the selective management policy in the 2006 Local Plan. This approach would ensure that there is enough land for companies that benefit the Cambridge Phenomenon or those that serve the local economy, and that they are not priced out of the market by more generic, but higher value, uses.</p> <p>Option (2) would amend the selective management of the economy to allow for large scale, high value manufacturing and high tech headquarters to locate in Cambridge; despite the fact that this would likely mean less land available to pure research and development and other lower value uses that are fundamental to</p>	<p>Option (3) – no policy - has been taken forward as there is a large supply of research and development land and a market-led approach should encourage large scale high value manufacturing and HQs of high tech firms to grow and move to the area; furthermore, it will encourage the redevelopment of less attractive business space and allow other sectors of the economy to grow.</p> <p>Interim SA noted that a market based approach would free up investment in new employment land and may result in a more efficient use of employment space. However, interim SA also suggested that this approach may not be the most effective for the city's economy as a whole.</p>

		<p>the success of the Cambridge economy.</p> <p>Option (3) would discontinue the policy of selective management of the economy. The approach would allow the market to decide which business should locate in new employment space in Cambridge and would remove a barrier to investment in new employment land.</p>	
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Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<p><b>22) Protection of industrial and storage space</b></p>	<p>1) Continue with current approach (i.e. protection)</p> <p>2) Amend the policy of Protection of Industrial and Storage Space by deleting all protected sites (leaving a criteria based policy)</p> <p>3) Amend the policy of Protection of Industrial and Storage Space by amending the criteria based policy to encourage other forms of employment development</p>	<p>The Council currently operates a policy of protecting industrial and storage space in Cambridge in order to maintain a diversity of employment opportunities and a full range of services in the city. However the 2008 Employment Land Review indicated that there have been substantial losses of employment land in Cambridge since 1998, much of this within industrial and storage use. The NPPF requires planning authorities to avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Evidence suggests that there is a shortage of industrial land in Cambridge. Three reasonable options for protecting industrial land are presented.</p> <p>Option (1) is to continue the current approach of protecting industrial and storage space with a view to preventing further losses of industrial floorspace within Cambridge.</p> <p>Option (2) is to amend the wording of the current policy by deleting all protected industrial and storage areas; with a view to enabling change of use or redevelopment of sites where there are persistent vacancy problems; recognising that this 'flexibility' would mean that some of</p>	<p>Option (3) has been taken forward as employment land in Cambridge continues to come under pressure for redevelopment for residential use. To ensure a sufficient supply of employment land to meet objectively assessed needs the protection of all B-use employment land is needed. The policy does have flexibility to consider alternative uses where premises are vacant.</p> <p>The interim SA noted that this approach would address the shortcomings of the current approach, which has not succeeded in preventing the loss of industrial floorspace in the past, and should provide greater opportunities to address community and economy related issues (particularly where change of use leads to reduced employment inequality).</p>

		<p>the best industrial sites in Cambridge come under increased pressure in the future.</p> <p>Option (3) is to amend the criteria used in the policy to add a criterion such that loss of floorspace in industrial/storage use is acceptable where it facilitates an overall growth in employment floorspace. This would allow flexibility for change of use or redevelopment of sites where there are persistent vacancy problems.</p>	
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Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>23) Protecting office space</b>	<p>1) Protect with a criteria based policy</p> <p>2) No policy (market-led approach)</p>	<p>Evidence suggests that there will be a shortage of office space in Cambridge medium term future, especially in the City Centre.</p> <p>Despite this, however, an option is to continue with the current approach of not protecting office floor space in Cambridge from a change of use on the basis that continued demand for offices may be able to ensure that land values are resilient enough to hold off pressure to change to higher value uses.</p>	<p>Option (2) has been taken forward as employment land in Cambridge continues to come under pressure for redevelopment for residential use. To ensure a sufficient supply of employment land to meet objectively assessed needs the protection of all B-use employment land is needed. The policy does have flexibility to consider alternative uses where premises are vacant.</p> <p>Interim SA noted that protecting office space should ensure provision for small and growing businesses (an identified need) adding to the diversity of the Cambridge economy.</p>

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>24) Promoting cluster development</b>	<p>1) Continue to promote</p> <p>2) No policy (market-</p>	<p>The NPPF requires local planning authorities to plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or</p>	<p>Option (1) has been taken forward although not with a separate policy. Continuing to promote the internationally renowned Cambridge Cluster is of key</p>

	led approach)	<p>high technology industries. Cambridge has an internationally recognised high-tech and research cluster and the following two options presented are considered to be the only realistic way for promoting it.</p> <p>Option (1) is to continue the existing policy of promoting cluster development in Cambridge. The policy promotes purpose designed accommodation for sectors that support the Cambridge Phenomenon and positively promotes the type of development the Council would like to see in Cambridge. Option (2) is to discontinue the policy to promote cluster development in Cambridge. The policy is rarely used and is unlikely to be a deciding factor in any planning decision. The risks of removing it may be small and will not prevent cluster development.</p>	<p>importance. Interim SA noted that Option (1) should help to facilitate development and support Cambridge as an internationally recognised high tech centre where it is used.</p>
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Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>25) Social shared spaces (involving a mix of uses in employment areas)</b>	1) Promote  2) No policy (market-led approach)	<p>The Cambridge Cluster at 50 study identifies that a number of peripheral employment sites are perceived to be isolated, both in relation to each other and in relation to the City Centre and the railway station. The lack of a social aspect, especially on the newer peripheral employment sites is making them less attractive places to locate to. Two options are presented as being the only reasonable approaches to dealing with this issue.</p> <p>Option (1) is to introduce a policy to promote shared social spaces involving a mix of uses in employment areas. This is expected to make newer employment</p>	<p>Option (1) has been taken forward and on larger sites with multiple occupiers developers are encouraged to consider shared social spaces. This is to try and meet the deficit identified in the Cambridge Cluster 2011 study.</p> <p>Interim SA noted that <i>'the promotion of social spaces involving a mix of uses could potentially contribute to a diverse economic and social mix through provision of a variety of employment / social spaces tailored to particular local need. Provision of attractive shared social spaces could help reduce pressure on city centre office space. Whether the attractiveness of</i></p>

		areas more attractive to business, as well as reduce pressure upon office space in the City Centre, however would have financial implications for developers. Option (2) is to not introduce a policy to promote shared social spaces in employment areas but to allow the market to provide social spaces by itself.	<i>peripheral employment sites will improve with time is not known, and the likely success of this Option on meeting sustainability objectives is unclear without further detail on what form the shared social spaces could take.'</i>
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Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
26) <b>Densifying existing employment areas</b>	1) Seek to densify 2) No policy (market-led approach)	<p>The NPPF requires local planning authorities to positively seek opportunities to meet the development needs of their area. Evidence shows that the land supply for potential development in Cambridge is very limited and that there is a strong desire for businesses to be located in the City Centre. Two options are presented for dealing with this issue.</p> <p>Option (1) is to density a number of specific employment sites. This would make best use of existing developed land and reduce the pressure to develop greenfield sites. It could also represent an opportunity to redevelop run down sites, could make public transport to peripheral employment sites more viable and allow improvements in the service and give an opportunity to introduce or improve shared social spaces on employment sites. Option (2) is to not introduce a policy to density a number of specific employment sites. Seeking to density employment sites may result in pressure to change the use of existing industrial areas to higher value uses resulting in the loss of industrial land, of which there is an identified issue of supply.</p>	<p>Option (2) has been taken forward. The appropriate density for employment sites will be considered on a site by site basis depending on design, infrastructure and other considerations.</p> <p>Interim SA noted that <i>'Densification of employment sites is likely to increase the viability of new sustainable transport provision but overall, could also contribute to greater pressure on surrounding transport infrastructure.'</i></p>

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<p><b>27) Policy approach to shopping</b></p>	<p>1) Generic policy approach for all types of centre</p> <p>2) Separate policy approach for different types of centre</p>	<p>The NPPF requires that Local Plans define the extent of town centres and primary shopping areas. Maintenance of existing retail diversity and the support for further retail diversity in all of the centres within the retail hierarchy is a key issue in Cambridge. It is important to tackle this to prevent Cambridge becoming a 'clone' of other towns and to provide variety and distinctiveness in the shopping experience. The change of use from shops (Use Class A1) and other town centre uses (within Use Classes A2 to A5) to housing or student accommodation at ground floor level is another issue as in local centres this can undermine the functioning of the centre. Policy 6/7 of the current Local Plan prevents the loss of shops to other uses, but this has not always been successful. Two policy options are presented.</p> <p>Option (1) is to develop a criteria based general shopping policy that would apply to all centres. It would bring together aspects of several individual policies in the current Local Plan and would apply to all planning applications for new retail or change of use in centres. It would help to support the diversity, vitality and viability of town centres however given the length of the policy, however it could potentially result in a loss of differences in policy approach between different types of centre. Option (2) would be to develop separate policies for dealing with different types of centres so would be set out differently to the first option. This approach would be clearer in what applies to each of the different types of centre in the retail hierarchy however there could be a</p>	<p>The preferred approach taken forward is to have a separate policy dealing with shopping in the City Centre, and another policy dealing with District, Local and Neighbourhood Centres. This approach was taken because the City Centre is clearly on a different scale and has a different function to the other centres. To avoid too much repetition all of the smaller centres in the hierarchy are covered by one policy, however there are differences in the policy approach to District Centres and Local / Neighbourhood Centres.</p> <p>Benefits identified in the interim SA are reflected in the preferred approach, including the encouragement of housing above shops, requiring that large shopping developments provide a proportion of small shops and restricting the merging together of smaller shops to provide greater support for diversity of shopping. In addition, supporting centres lower down in the shopping hierarchy is sustainable as it provides greater access to shops and facilities by sustainable modes of transport such as walking and cycling.</p>

lot of repetition in the policies.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<p><b>28) Policy approach to neighbourhood shops and shopping parades</b></p>	<p>1) Protection through policy 2) No policy (market-led approach)</p>	<p>There are a number of individual shops and small groupings of shops or other town centre uses within the city that have an important role to play in providing for local needs within easy walking distance. The current Local Plan does not provide any protection for such units and so some of these are being lost to other uses such as housing. Two options are considered to be the only realistic way of dealing with this issue.</p> <p>Option (1) is to include a policy extending some protection to individual shops or small groups of shops performing a neighbourhood role outside the identified centres in the retail hierarchy. This would have the advantage of protecting neighbourhood shops, however, it may be better to focus protection of shops within the identified centres, as market forces may mean that these shops are less economically viable and should be allowed to freely change to other uses. Option (2) is to have no policy on neighbourhood shops and to let the market determine whether shops are viable or not. Policy protection would instead be concentrated on the identified district and local centres.</p>	<p>Option (1) has been taken forward in Policy 72 which deals with development and change of use in District, Local and Neighbourhood Centres.</p> <p>This is in line with interim SA findings. Supporting smaller centres is beneficial in terms of providing local facilities which can be accessed by sustainable modes of transport such as walking and cycling.</p> <p>The policy protects local shops and facilities in these centres but also provides the flexibility that unviable units could be changed to other uses in exceptional circumstances.</p>

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<p><b>29) University of Cambridge staff and student housing</b></p>	<p>1) Continue to allocate new sites and new provision</p> <p>2) Expand existing colleges rather than plan for new Colleges at North West Cambridge</p>	<p>The success of Cambridge University has led to significant growth in student numbers which presents the issue of how to accommodate such large numbers of students. The University aims for 100% of its undergraduates and 90% of its post graduates to be accommodated in Colleges. Fulfilling this ambition will require around 21,390 student rooms by 2031.</p> <p>The Colleges currently have just under 15,000 rooms available and have added around 158 rooms per annum to their stock over the last five years. The Colleges anticipate future building to be around 140 rooms per annum to 2016. It is anticipated 40% of this figure can be provided by adapting and rationalising existing College properties. However there is finite scope in what can be re-provided within existing premises and there will need to be a shift later in the Plan period towards greater development of new sites. If the Colleges build at the current rate to 2031, they would provide 2,660 rooms raising the total stock to about 17,650. This would mean a shortfall of 3,740 by 2031.</p> <p>Some of the provision is likely to be provided at the new colleges proposed in North West Cambridge, potentially accommodating 2,000 units of student accommodation during the plan period, however existing allocations will need to be reviewed and other land will need to be identified in the Local Plan review for other new College hostels. Failure to address these accommodation needs will increase pressure on the city's private housing market and lead to difficulties in continuing to attract the best quality students which in turn will detract from the University's competitive position internationally.</p> <p>Option (1) is to continue with the existing policy, which allocates new sites, and allows new provision within existing College sites and in other windfall locations. Option (2) is to expand existing Colleges rather than</p>	<p>The preferred approach is to allow for the development of sites for staff and student housing for the University of Cambridge.</p> <p>Whilst recognised as a key way to deliver further student and staff housing, the council cannot control how the University of Cambridge and its colleges choose to deliver student accommodation at North West Cambridge (i.e. whether through existing or new colleges) within the Local Plan as this site is addressed by the North West Cambridge Area Action Plan, which forms part of the Development Plan for Cambridge. As such, Option (2) will not be taken forward.</p>

plan for new colleges at North West Cambridge. These two options are considered to be the only realistic way of dealing with this issue.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>30) Anglia Ruskin University student hostel development</b>	1) Support with affordable housing exemption 2) Support but removal of affordable housing exemption	<p>Anglia Ruskin University is short of student residential accommodation and is heavily dependent on houses acquired on short leases and on lodging accommodation with local families. Reliance on lodging houses can create pressure on the housing market in Cambridge.</p> <p>Option (1) is to continue with the current policy of supporting student housing development for Anglia Ruskin University with an affordable housing exemption; even given that a likely effect is that developers will seek to avoid affordable housing provision in mixed use schemes by providing student hostels for Anglia Ruskin University.</p> <p>Option (2) is to remove the affordable housing exemption clause from the policy; even though the likely effect would be fewer hostels coming forward for Anglia Ruskin University.</p>	<p>Option (2) is being taken forward, which requires the removal of the Affordable Housing exemption. Whilst the concerns raised in the interim SA are recognised in terms of the impact on Anglia Ruskin University's provision of student accommodation, this matter needs to be balanced with the city's very high need for Affordable Housing.</p>

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>31) Speculative Student Hostel Accommodation</b>	1) Limited to Anglia Ruskin University and the University of Cambridge	<p>Due to student housing shortages, current Local Plan policy 7/10 supports the provision of speculative student hostels on sites that have not been allocated</p>	<p>Option (2) forms part of Policy 46 in the Plan. The principle of targeting the policy towards full time students engaging in a full time course of a year or</p>

	<p>2) Widened to include other established educational institutions</p>	<p>in the Local Plan but have become available during the plan period. This speculative development is restricted solely to Cambridge and Anglia Ruskin Universities and concerns have been raised that this policy is inequitable and discriminatory against non-university colleges.</p> <p>Option (1) would be similar to the policy in the current Local Plan in that it would limit speculative student accommodation to Anglia Ruskin University and the University of Cambridge, however it would expand the criteria against which sites are assessed before they are given permission. Option (2) would involve widening the policy approach to include other established educational institutions in Cambridge with a view meeting student accommodation needs and reducing pressure on the local housing market.</p>	<p>more at an existing educational establishment should serve to broaden the accommodation delivered to a wider range of establishments and reduce pressure on the local housing market.</p>
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Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<p><b>32) Additional hotel provision</b></p>	<p>1) Provision based on a high growth scenario of around 2,000 new bedrooms</p> <p>2) Provision based on a medium growth scenario of around 1,300 new bedrooms</p>	<p>A recent study 'Cambridge Hotel Futures (April 2012) shows that there is very strong and continuing market demand for significant new hotel development in Cambridge, particularly in the City Centre and on the outskirts of the city.</p> <p>Two options are presented. Whichever approach is taken, it is recognised that there is a need to manage and monitor the future supply of hotel provision to ensure that sufficient numbers of new hotels bedrooms come forward at the levels required / demanded by the market.</p>	<p>Option (2) has been taken forward as the hotel study identified market potential for enough further hotels to meet this growth scenario. Pressure for land in Cambridge is such that the high growth scenario was considered unreasonable.</p>

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>33) Serviced apartments</b>	1) Treat serviced apartments as hotel uses 2) Prevent the change of use of newly built permanent residential accommodation to a use for short term letting 3) Consider using licensing to regulate serviced apartments rather than planning policy	The existing supply of hotels and guest houses in the City Centre is very valuable due to the strong demand for central sites from many other residential, leisure and business uses, and the lack of suitable new sites for hotels.	Interim SA found that Options (1) and (3) would not have any effect on sustainability objectives and that Option (2) would have benefits by reducing housing pressure, but may limit the economic potential of these properties to the tourist industry.  The draft Local Plan explains in the supporting text to Policy 77 that 'aparthotels' or serviced apartments will be treated as residential uses, and affordable housing provision will be sought from their development. This approach follows Option (2) most closely and has the benefit of also providing affordable housing which would support the communities and wellbeing sustainability issue.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>34) Open space and recreation</b>	1) Update the standards in line with the Open Space and Recreation Strategy (2011) 2) Maintain the current standards	The provision of open space to meet the needs of new development is important to ensure that existing open spaces do not become overused. The adopted Open Space and Recreation Strategy 2011 recommends that the current Open Space and Recreation Standards should continue to be applied to new residential development with the following amendments: For informal open space, the standard is raised from 1.8 hectares per 1,000 people to 2.2 hectares per 1,000 people; and the allotment standard is applied to all residential development and not just in the urban	Option (1) is preferred. This approach is broadly in-line with the findings of interim SA, which suggested the likelihood of significant benefits in terms of sustainability issues. In particular, benefits are likely in terms of health and well-being issues.

extensions (as in the 2006 Local Plan).

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>35) Protection of public houses</b>	<p>1) No policy (market-led approach)</p> <p>2) Protection for all public houses</p> <p>3) Protect all public houses from redevelopment to alternative uses unless demonstrably not viable as a pub</p>	<p>Public houses can play a crucial role in maintaining the vibrancy and vitality of local neighbourhoods, helping to foster and maintain community spirit and give a sense of identity to an area. Public houses are now considered community facilities in accordance with the NPPF and the need to retain public houses is highlighted by the recent Portas Review. In recent years, the number of public houses in Cambridge has fallen from 111 to 86. Some have closed simply due to the general market decline in the pub trade while others have been converted to other uses.</p> <p>Various options now need to be considered to safeguard the remaining public houses. Option (1) is to continue with the Council's existing approach, where public houses are not protected by any specific local planning policy. Option (2) is to develop a policy that protects all public houses from redevelopment to alternative uses. Option (3) is to protect all public houses from redevelopment to alternative uses unless the premises were demonstrably not viable for use by another public house operator, as a community facility or a use falling within the 'A' use class.</p>	<p>Option (3) is preferred. This approach is broadly in-line with the findings of the findings of interim SA. It is likely to result in some protection from higher value uses but offers flexibility where the existing use as a public house is found to be unviable.</p> <p>Option (3) would provide developers with a clear and objective way in which to establish viability, using an independent valuation for the marketing of the site. For local communities, this option would provide safeguards against the unnecessary closure of viable public houses and help to identify the value associated with a public house.</p> <p>The proposal to undertake pre-application consultation with local residents should help ensure any new use is in keeping with the needs and character of the local area.</p> <p>This approach is likely to help address issues relating to community and wellbeing through the continued provision of community space, and should help contribute to creating vibrant and inclusive communities.</p>

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>36) Former public house sites</b>	<p>1) Safeguard current use where the loss of the current use to other uses (excluding A uses and community facilities) would harm the vibrancy and vitality of the local area</p> <p>2) Allow the re-instatement of a public house use from a community facility, A1, A2, A3 or A5 use.</p>	<p>There are a number of former public house buildings in Cambridge that have been in alternative uses (e.g. established restaurants) for a considerable period of time. In certain circumstances, the loss of a local business operating in a former public house to higher value uses may affect the character of the locality and therefore may not be in the interests of the local community.</p>	<p>Option (1) is broadly supported by the interim SA; however the option was not taken forward as it was considered to have the potential to introduce uncertainty regarding former public houses sites (i.e. uncertainty over those which may or may not harm the vibrancy and vitality of the local area were they to be lost to alternative uses. There could be negative implications for properties and/or businesses that occupy an historical public house site. Although this option is not pursued, a list of safeguarded public houses sites that were public houses in July 2006 - the date when the current Local Plan was adopted – has been compiled and included in the draft final policy. This list should ensure consistency between the Cambridge Local Plan 2006, the National Planning Policy Framework and the emerging new Local Plan.</p> <p>The interim SA considers Option (1) to provide the necessary flexibility for the public housing market to expand as well as contract; however, the effect of this Option across the City is uncertain, as it may distort the market by creating too many A-uses and restricting the creation of residential units, which has an uncertain effect on issues such as tackling deprivation. In recent months a number of closed public houses that were prevented from being re-developed have come back into use or are scheduled for re-opening as a public house. These include, the Carpenter's Arms, Haymaker's, Queen Edith and The Brunswick (formerly the Bird in Hand). This reflects the viability of a number of closed public houses that can provide a valued local community facility.</p>

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>37) Provision of community facilities</b>	1) Support new facilities where there is an identified local need	As Cambridge grows, demand for community facilities will increase. It is important that adequate provision of community facilities, based upon local needs is provided. This will mean the capacity of existing community facilities will need to increase where possible without affecting the local amenity. This will also lead to a more intense use of the existing premises. Additional community facilities linked to new urban extensions will need to provide sufficient community infrastructure.	These options are not mutually exclusive, and the preferred approach is to reflect both in Policy. This approach is broadly in line with interim SA findings. Supporting new facilities where there is an identified local need should help to ensure that issues of relative deprivation are addressed. Supporting new facilities where development leads to an increased demand may, however, be a more certain method of delivery.
	2) Support new facilities where development leads to an increased demand.		

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>38) New development and transport infrastructure</b>	1) Appropriate infrastructure	The inclusion of low emission vehicle infrastructure has the potential to bring about significant GHG reduction benefits. Furthermore, it should help change the way people think about personal car usage and indirectly help increase the use of more sustainable transport modes. Electric car infrastructure should encourage greater uptake and help reduce local air pollution.	The policy as drafted includes references to both appropriate infrastructure and low emission vehicle infrastructure. This policy is in keeping with interim SA findings.
	2) Low emission vehicle infrastructure		

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>39) Car parking</b>	1) Maintain the current level of provision	The need to provide appropriate levels of car parking is	Maximum parking standards at 'origin' destinations

2) Set new standards for residential developments only		very important. This is because both under and over provision of parking can lead to a number of problems on or around new developments, and also to existing communities. Reduced parking availability is seen as a key tool in achieving a shift to more sustainable travel and the responsibility of determining car parking standards has been shifted towards local authorities.	(i.e. residential development) will be updated to accord with projected car ownership levels, as suggested by the National Planning Policy Framework and a number of other guidance documents. This approach is in-line with the findings of interim SA.
3) Set new standards for all developments			In addition to this, maximum parking standards at destination development will be kept the same, as these were seen by a number of respondents to the consultation to be around the right levels.  In order to further conform with national guidance, a local circumstance criteria has been developed to ensure that each proposed new development is able to take account of the local issues set out in paragraph 39 of the National Planning Policy Framework when deciding what level of parking provision (within the maximum levels stated) should be provided.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>40) Car free development</b>	1) Include a dedicated policy 2) Refer to car free development within other policies only	<p>It is important to understand and gauge the level of support for having car free developments in Cambridge. Such developments could be encouraged in places easily accessible by public transport, near a range of amenities, including shops and leisure activities and within a Controlled Parking Zone.</p> <p>Option (1) is to develop a policy that permits car free residential developments in appropriate circumstances. Option (2) is to continue with the current practice of incorporating the possibility of having areas of car free development into the car</p>	Option (2) is carried forward in line with interim SA findings. Policy 82 incorporates reference to car free and car capped development with a number of criteria.

		parking policy. This would involve adding specific wording to a policy which encourages car free development where appropriate.	
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Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>41) Cycle parking</b>	1) Develop a policy focused on location, design and quality 2) Update standards in 2006 Local Plan	Ensuring the provision of high levels of high quality, well designed and suitably placed cycle parking will help maintain and contribute to increasing this modal share.	Both options have been carried forward into Policy 82 on Parking Management. In line with interim SA findings, requirements for high quality and suitably positioned cycle parking are set out in addition to requirements for levels of cycle parking.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>42) Modal split targets for new development</b>	1) Establish a modal split target 2) Negotiate a target on a site-by-site basis	In addition to mitigating any development related impacts on the transport network, it is possible to set a new development a target which specifies how many trips to, from and within should be made by private car. This is known as a modal split target.  One option could be to ensure that new development is inherently less dependent on car usage, by setting a modal split target within policy.	Policy 5 on Strategic Transport Infrastructure refers to the fact that Cambridge City Council, Cambridgeshire County Council and developers will work together to achieve the objectives and implement the Cambridge specific proposals in the Local Transport Plan and the Transport Strategy for Cambridge and South Cambridgeshire, with particular emphasis on securing a modal shift and the greater use of more sustainable forms of transport.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
<b>43) Travel Plans</b>	<p>1) Travel Plans for all sites that meet a certain threshold</p> <p>2) Only require Travel Plans where officers feel it appropriate</p>	<p>Given policy set out in the NPPF, there is scope to require Travel Plans for all developments that create a certain amount of movement or reach a certain size. The NPPF suggests local authorities should use Travel Plans to help mitigate the transport impact of development.</p> <p>One option is to have a policy specifically requiring Travel Plans for all sites, which meet a certain threshold. This option appears to be in line with the advice given in the NPPF.</p>	<p>Interim SA was supportive of Option (1) in that it was predicted to have a positive effect in terms of 'use of more sustainable modes of travel'. There is more uncertainty about the effectiveness of Option (2) due to localised variation in requirements.</p> <p>Option (1) has been taken forward into Policy. This option is in line with interim SA findings and the majority of consultation responses (which suggested that more certainty was preferred). The policy requires that a Travel Plan must accompany all major development proposals.</p>

## **Detail in relation to the consideration of alternatives and development of the Preferred Approach for the Broad Spatial Strategy/Development Strategy**

- 4.5.4 Interim Appraisal Step 1, which appraised the Issues and Options Report (see section 4.3 of this SA Report) involved appraising the following four alternative options for the broad spatial strategy, namely:
1. 12,700 new homes to 2031 – Urban growth;
  2. 14,000 new homes to 2031 – The current development strategy;
  3. 21,000 new homes to 2031 – Enhanced levels of urban and Green Belt growth;
  4. 25,000 new homes to 2031 – Significantly increased levels of urban and Green Belt Growth.
- 4.5.5 The 'Broad Spatial Strategy' is a key plan issue, and is considered in more detail in Section 4.2 of this SA Report. Demand for housing in Cambridge is high, with high rents and high house prices. There needs to be a good range and choice of housing to help a growing population including young people, families and the elderly. By not addressing this need, it is likely that house prices will continue to rise, worsening affordability and possibly leading to more people living outside of Cambridge resulting in increased congestion, poor air quality and increasing GHG emissions.
- 4.5.6 The outline reasons for selecting the alternatives considered are:
- **12,700** new homes is based on there being planning permission for 10,612 new homes within the urban area (as of April 2011) and the Council's SHLAA which indicated that there was capacity for an additional 2,060 homes within the urban area of Cambridge;
  - **14,000** new homes follows from the suggestion of the East of England Plan review based on rolling forward the spatial strategy set out in the 2006 Cambridge Local Plan;
  - **21,000** new homes is based on the first option (12,700 homes) plus up to 8,300 new homes to be provided on new land released from the Green Belt. The 8,300 homes figure is based on the minimum physical capacity within Cambridge of all possible broad locations for new housing Development. Development would continue within the urban area and agreed urban extensions;
  - **25,000** new homes is based on the first option (12,700 homes) plus 12,300 new homes to be provided on new land released from the Green Belt. The 12,300 homes figure is based upon the maximum physical capacity within Cambridge of all of the possible broad locations.

### ***Summary of Appraisal Findings and reasons for selecting the preferred approach for housing numbers***

- 4.5.7 The full appraisal findings can be found in Section 4.3 of this SA Report. The decision as to the right scale of housing development for Cambridge is critical given the significant shortfall in the number of affordable houses, high house prices, the pockets of deprivation within Cambridge and the relatively high number of people who live outside and commute into Cambridge by private car. However, Cambridge is constrained in terms of the scale of development that is feasible without

significantly impacting on the setting of Cambridge, comprising the Green Belt, exacerbating flood risk and adversely impacting on biodiversity. The SA process found that the options for 14,000 and 21,000 new homes attempt to balance these conflicting priorities and therefore performed slightly better in terms of sustainability compared to either the maximum or minimum level of development during the interim appraisal of the Issues and Options Report. However, it was also considered important to ensure at a project level that the negative impacts associated with development including transport, biodiversity and green infrastructure and the impact on landscape and townscape in particular are addressed. It will be important to ensure appropriate levels of hard and social infrastructure are brought forward to support development and not adversely affect existing communities.

4.5.8 Following on from the appraisal of the Issues and Options Report, and bearing in mind the results of consultation, it has been determined that objectively assessed housing need is 14,000 homes to 2031, as taken forward in the Proposed Submission Local Plan. In coming to this decision, the Council took the following messages from the Interim SA:

- The Option for up to 14,000 new homes represents a balanced approach to development. The identified need for greater housing, including affordable housing, it met to a greater extent, while Green Belt development is minimal;
- However, despite the increased provision of housing under the Option for 14,000 new homes, there will still be a significant shortfall of affordable houses, which will impact on levels of deprivation;
- In terms of the economy, this level of housing is likely to have a more neutral impact. It will enable a greater number of people to live and work within Cambridge and therefore support the vitality of the City, but a significant number of people will not be able to, which could impact on its competitiveness;
- Given the Option for 14,000 new homes requires the release of land from the Green Belt, the impact on landscape/townscape and biodiversity is assessed to be negative. However, the release of Green Belt land is less substantial than for the Options with higher housing provision.

4.5.9 A key role of Local Plans required by the NPPF is to objectively identify and then meet the housing, business and other development needs of an area in a flexible way, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. This must involve using an evidence base to ensure that the Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area as far as is consistent with the policies set out in the NPPF, including identifying key sites that are critical to the delivery of the housing strategy over the plan period.

4.5.10 This includes preparation of a Strategic Housing Market Assessment (SHMA) to assess full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries. The SHMA must identify the scale of housing likely to be needed over the plan period that meets household and population projections, taking account of migration and demographic changes and

addresses the need for all types of housing, including affordable, and caters for housing demand.

- 4.5.11 The SHMA 'all homes' chapter has now been completed and identified the objectively assessed housing need for all districts. Technical forecasting work on homes and jobs needs has also been published and concludes that 22,100 jobs and 14,000 homes are needed in Cambridge City Council's administrative area, supporting the levels of growth taken forward in the Proposed Submission Local Plan.
- 4.5.12 The Localism Act 2011 establishes a Duty to Cooperate for local planning authorities in the preparation of their local plans. The Cambridgeshire Authorities and Peterborough (through the Cambridgeshire and Peterborough Transport and Spatial Planning Members Steering Group) have agreed a Memorandum of Cooperation, which provides further support for the levels of growth identified for Cambridge and the other Cambridgeshire local planning authorities as underpinned by the evidence base of technical work and the SHMA update 2013. Appendix 1 of the Memorandum of Cooperation demonstrates that the full objectively assessed needs of the Cambridge Sub Region housing market area will be addressed.
- 4.5.13 The Joint Strategic Transport and Spatial Planning Group, which provides governance oversight of the preparation of Cambridge and South Cambridgeshire's local plans, as part of the Duty to Cooperate approach set up between the councils, noted and supported the Memorandum of Cooperation approach as the basis for plan making in Cambridge and South Cambridgeshire at a meeting on 22 May 2013.

***Reasons for selecting the preferred approach: Sustainable Development Strategy for Cambridge and South Cambridgeshire***

- 4.5.14 Since the Interim SA/Issues and Options 1 consultation, Cambridge City Council has been working closely with South Cambridgeshire District Council on the Development Strategy for the Cambridge area, as discussed in further detail in Section 4.2 of this SA Report and in the paper "Reviewing the Sustainable Development Strategy for the Cambridge Area (2013)". Appendix D of this review document, which is the joint SA of the development strategy, notes that the work on assessing this Strategy has been undertaken in light of the SA topics/objectives/issues identified through SA Scoping by the two Councils.
- 4.5.15 The appraisal describes the current development strategy, which was set out in the Cambridgeshire and Peterborough Structure Plan 2003 and carried into the two Council's current plans, which aims to focus development according to a sustainable development sequence:
1. Within the urban area of Cambridge;
  2. On the edge of Cambridge;
  3. In the new town of Northstowe; and
  4. At the market towns in neighbouring districts and in the better served villages.

4.5.16 At the Issues and Options stage, comments were sought from both authorities on whether the current development strategy remained the soundest basis for development in Cambridge and South Cambridgeshire for the period to 2031. The Cambridge Issues and Options Report 2012 looked at options for continued development within the urban area as well as exploring whether there should be further development on the edge of Cambridge in the Green Belt. This included:

- Whether there should be more development than is already committed in the 2006 Local Plan on the edge of Cambridge?
- Should more land be released from the Green Belt?
- If so, where should this be? Ten broad locations around Cambridge were included in the consultation document.

The South Cambridgeshire Issues and Options 2012 consultation also looked at how the sustainable development strategy should be taken forward in South Cambridgeshire.

4.5.17 In January 2013, the Councils carried out consultation on the Development Strategy and site options on the edge of Cambridge. Questions were asked about the appropriate balance between protecting land on the edge of Cambridge that is of high significance to Green Belt purposes, and delivering development away from Cambridge in new settlements and at better served villages. The majority of representations were that the Green Belt should be protected from further development. Development should be concentrated in new settlements and better served villages, to reduce congestion and avoid pressure on village infrastructure. Further urban extensions received a more limited level of support.

4.5.18 **SA driven analysis** has also informed the relative merits of different strategic approaches. The joint SA of the Development Strategy, which is included within Section 4.2 of this SA Report, provides an assessment of the sustainability implications of focussing on different stages of the development sequence (Cambridge Urban Area, Edge of Cambridge, New Settlements, more sustainable villages, and less sustainable villages). In outline:

- The benefits of utilising land within the urban area of Cambridge are the re-use of previously developed land and reducing the need for greenfield development. It also delivers housing closest to the highest concentration of jobs, services and facilities;
- Development on the edge of Cambridge is the next closest option to the City, but would require the use of greenfield land in the Green Belt. The purposes of the Cambridge Green Belt recognises the qualities and importance of the area for the landscape and townscape setting of the City and surrounding villages. The Green Belt review has shown that significant additional development would be detrimental to these purposes but that there is some potential for small scale Green Belt release;
- New settlements offer the opportunity to focus development in a way that could support delivery of new services, facilities and employment to meet the needs of residents. Whilst there would still be travel to Cambridge they offer a higher degree of self-containment than more dispersed strategies, although they would also focus traffic into specific corridors;

- Village based strategies would disperse growth. It may enable incremental improvements to existing services and transport, but would provide less focus for delivery of high quality services and could put pressure on existing village services where expansion could be challenging. There would be less access to high quality public transport, and the modal share of travel by car would be higher.

4.5.19 In light of the findings of the appraisal and underpinned by the Councils evidence base work including reviews of the importance of the Cambridge Green Belt, and site assessment work, the preferred approach to the Development Strategy being taken forward by both authorities follows the sequence of:

1. Development within the existing urban area of Cambridge;
2. Development within the defined fringe sites on the edge of Cambridge;
3. Development within six small-scale Green Belt sites proposed to be released from the inner Green Belt boundary;
4. Development within existing and newly identified new settlement locations at Cambourne, Northstowe, Bourn Airfield and Waterbeach; and
5. Development in identified villages.

***Summary of appraisal findings and reason for selecting the preferred approach for the level of employment provision.***

4.5.20 The NPPF requires local planning authorities, working with others, to prepare and maintain a robust evidence base to understand both existing business needs and the likely changes in the market and to understand their changing needs and identify and address barriers to investment, including a lack of housing, infrastructure or viability. This evidence base should be used to assess the need for and supply of employment land or floorspace.

4.5.21 In the summer of 2012, the council consulted upon potential options for accommodating different levels of housing and job growth to 2031. For jobs, these were between 10,000 and 20,000 new jobs. The Interim SA identified that the 20,000 new jobs option (Option 3) would have a positive impact on the local and national economy, particularly if a balanced approach were pursued in terms of other land uses (particularly housing) and the types of jobs created. The Interim SA concluded that the lower jobs figures of 10,000 and 15,000 jobs would be unlikely to address income and employment deprivation faced in some parts of the city. These options were also considered likely to impact adversely on Cambridge's position as one of the UK's most competitive cities.

4.5.22 Since publication of the Issues and Options Report (June 2012) and the Interim SA, further work on objectively assessed need has identified a need for 22,100 jobs to 2031. This was a result of a change in the methodology used to assess this need. The options consulted on in the Issues and Options Report were informed by the Employment Land Review update 2012. This identified a need for 101,000m<sup>2</sup> of floorspace, or 16.2ha of employment land, in B1, B2 and B8 use classes within Cambridge between 2011 and 2031. This work was based on forecasts from

Cambridge Econometrics' Local Economic Forecasting Model. Forecasts from this model were chosen to be used as evidence indicated that for Cambridge, they were more accurate. In 2013, however, it was decided that Cambridge should switch to using the East of England Forecasting Model. This Model was being used by all other Councils in the area and produced integrated housing and jobs forecasts. Therefore using the East of England Forecasting Model allowed for consistent consideration of jobs growth across the county, fully integrated with population and dwelling growth projections.

- 4.5.23 From an SA perspective, it was considered that the effects of this slightly higher jobs number were likely to be consistent with those effects identified in the appraisal of the 20,000 jobs figure as part of the Interim SA of the Issues and Options Report. The lower jobs numbers figures would not be sufficient to meet Cambridge's objectively assessed need for employment provision and would lead to a number of negative impacts, particularly related to access to jobs and employment and income deprivation. As such, these were not considered to be reasonable approaches to take forward into the Proposed Submission Draft Plan.



## 4.6 APPRAISAL OF THE PROPOSED SUBMISSION LOCAL PLAN

Element of the SEA Directive Requirements that this section seeks to meet:

- The likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soils, water, climatic factors, material assets, cultural heritage, including architectural and archaeological heritage, landscape and the interrelationships between the above factors (Annex 1 f);
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme (Annex 1 g).

### Introduction

- 4.6.1 The publication of the Proposed Submission Local Plan for consultation in July 2013 represented the culmination of all previous stages in the development of the Local Plan, including its Sustainability Appraisal. It represented the Council's preferred approach to the Local Plan, following the consideration and assessment of all reasonable alternatives as part of the Issues and Options and Issues and Options 2 stages as described in Sections 4.3 to 4.5 above.
- 4.6.2 By early May 2013, a draft version of the Proposed Submission Plan document had been prepared and it was determined that this should be subject to a final 'interim appraisal', which again was produced by consultants URS<sup>130</sup>. This appraisal was made available for consultation at the same time as the Proposed Submission Local Plan.

### Methodology

- 4.6.3 The appraisal identifies and evaluates 'likely significant effects' on the baseline associated with the plan, drawing on the sustainability topics ('thematic' and 'spatial' in terms of functional areas) and issues identified through scoping (see part 3) as part of the development of the SA Framework (see Table 3.1).
- 4.6.4 Effects were predicted taking into account the criteria presented in the Regulations<sup>131</sup>. So, for example, account was taken of the duration, frequency and reversibility of effects as far as possible. These effect 'characteristics' were described within the appraisal as appropriate. The potential for '**cumulative**' effects was also considered. Where appropriate, recommendations to mitigate/offset any significant adverse effects of implementing the draft plan were suggested. Note that these recommendations should be read against the information contained in Table

<sup>130</sup> URS (July 2013). Sustainability Appraisal (SA) of the Cambridge Local Plan. SA Report. Appraisal of the Cambridge Local Plan 2014 – Proposed Submission.

<sup>131</sup> Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004

4.19 of this report, which sets out the Council's response to the SA recommendations.

### **Sustainability Theme: Climate Change Mitigation and renewable energy**

#### ***Sustainability issues***

- Reduce transport emissions by encouraging cycling and promoting infrastructure for zero emissions vehicles;
- Reduce carbon emissions from all aspects of new developments and ensure development meets the highest standards in low carbon design;
- Account for the whole life carbon cost of new development and transport infrastructure; and
- Ensure greater deployment of energy efficiency and renewable energy technologies.

#### ***Relevant plan policies***

- Section 2: **Policy 5** Strategic Transport Infrastructure
- Section 3: **Policy 13** Areas of Major Change and Opportunity Areas – general principles, **Policy 16** Cambridge Biomedical Campus (Including Addenbrooke's Hospital)
- Section 4: **Policy 27** Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use, **Policy 28** Allowable Solutions for Zero Carbon Development, **Policy 29** Renewable and Low Carbon Energy Generation, **Policy 30** Energy Efficiency Improvements in Existing Dwellings,
- Section 7: **Policy 57** Designing New Buildings, **Policy 63** Works to a heritage asset to address climate change
- Section 9: **Policy 80** Supporting Sustainable Access to Development, **Policy 81** Mitigating the Transport Impact of Development, **Policy 82** Parking Management, **Policy 83** Aviation Development,
- Section 10: **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

#### ***Appraisal***

- 4.6.5 With regards to transport emissions there are a number of policies that are relevant. Transport emissions, unlike emissions from other sources identified in the Scoping Report, have been rising nationally since the 1990s. In order to counter this and help achieve national targets, **Policy 5** sets out the strategic vision for transport infrastructure in the city. It requires that, in line with the Cambridgeshire Local Transport Plan, development should achieve modal shift, i.e. a shift towards sustainable transport with greater priority given to pedestrians and cyclists.
- 4.6.6 **Policy 13** sets out the 'general principles' for the Opportunity Areas and Areas of Major Change (**Policies 14-25**), namely requiring higher densities of development at

transport interchanges, for new development to be fully integrated into transport networks and be supportive of public transport and active travel; and additionally provide for public transport improvements including buses and park and ride services. Locating development in sustainable locations should reduce the need to travel and also reduce the need for motorised transport. The policy (and also **Policy 85**) also states that planning obligations shall be sought for transport infrastructure which should further achieve these aims. This will ensure that strategic new development will improve walking, cycling and public transport provision for existing and future residents, reducing per capita emissions from transport sources.

- 4.6.7 **Policies 80-82** seek to achieve modal shift by limiting accessibility to private vehicles; promoting sustainable transport; requiring Transport Plans to be submitted for major developments; restricting parking with 'maximum' parking allowances; enhancing the provision of electric vehicle charging infrastructure and encouraging journeys made by cycling by requiring 'minimum' cycle parking spaces. Cambridge already has one of the highest percentages in Europe in terms of cycling and such policies would further improve infrastructure for current and future cyclists. In combination, these policies should reduce transport emissions and reduce pressure on the Air Quality Management Area.
- 4.6.8 **Policy 83** states that aviation development at Cambridge Airport will only be supported where it would not have a significant adverse impact on the environment and on residential amenity. The phrasing of this policy implies that a 'non-significant' adverse environmental impact would be acceptable, and increased air transport at the airport could lead to negative effects in terms of climate change mitigation.
- 4.6.9 The plan has various policies which seek to reduce the level of emissions from buildings and development. **Policy 27** seeks carbon reduction through requiring residential development to achieve Code for Sustainable Homes Level 4 (achieving 'zero carbon' by 2016) in line with national standards which are progressively tightening, and commercial development BREEAM level 'Very Good' (Excellent in 2016). Development should also follow the 'energy hierarchy' by firstly reducing the need for energy in the building's design, secondly using energy more efficiently, and thirdly supplying energy from renewable sources.
- 4.6.10 To meet 'zero carbon' requirements by 2016 **Policy 28** requires 'Allowable Solutions' to supply energy and lead to no net residual emissions for new development. Where solutions cannot be provided on-site or nearby, money can be pooled to invest on agreed schemes listed on the Energy Efficiency and Renewable and Low Carbon Energy Infrastructure Projects List, and **Policies 13 and 85** state that planning obligations will be used towards infrastructure, including renewable energy. **Policy 30** encourages retrofitting of existing buildings to improve their environmental performance and as such should lead to a reduction overall in domestic emissions. This should lead to **significant positive effects** in terms of emissions as Cambridge is an historic city which has many older and energy-inefficient homes which will benefit from the policy. Permitted development rights apply to non-designated buildings

(for example, replacing windows and internal insulation); whereas listed buildings and buildings of architectural merit (for example in Conservation Areas) will require planning permission where policies in the Plan will apply<sup>132</sup>. **Policy 63** allows in principle retrofitting of heritage assets, but it also explains when retrofitting would not be suitable.

- 4.6.11 **Policy 29** seeks to deliver renewable and low carbon energy schemes, subject to criteria; and **Policy 27** encourages connection to District Heating Networks (such as the one proposed at Addenbrooke's Hospital in **Policy 16**) and for new development to be 'future proofed' for potential future connection to the network, which could further lessen emissions through delivering low carbon heating. **Policy 57** requires new buildings to include design measures to reduce environmental impact, such as renewable energy systems, in an 'architecturally sensitive way'. This requirement could reduce the number of different technologies that could be employed, but is considered reasonable given the high architectural quality of the city. This requirement could be removed from the policy however as other design policies will still apply.
- 4.6.12 In terms of accounting for the lifetime carbon cost of development, **Policy 27** should lead to **significant positive effects** as it seeks to maximise resource efficiency through reusing materials from demolition and other waste streams, reducing emissions by reducing the need to quarry, extract or manufacture new materials.
- 4.6.13 Generally the policies are stringent but it is noted that the majority contain the caveat 'subject to viability' which means that, in practice, not all developments will conform to the policy. This could lead to negative effects in terms of emissions which cumulatively could lead to a more significant negative effect in terms of this objective. It is recommended that officers work closely and collaboratively with developers and applicants to ensure that the requirements of the policies in the plan are met as fully as possible in order to ensure that as few developments as possible come forward without the necessary design features and infrastructure. The 'viability' caveat increases uncertainty over the implementation of the plan policies concerning emissions and renewable energy; however it increases certainty for development to come forward and lead to social and economic benefits.

***Conclusions and recommendations for mitigating negative effects and maximising positive effects***

- 4.6.14 Overall the plan will lead to **significant positive effects** in terms of the SA objectives: to reduce transport emissions by encouraging cycling and promoting infrastructure for zero emissions vehicles; reduce carbon emissions from all aspects of new developments and ensure development meets the highest standards in low carbon design; account for the whole life carbon cost of new development and transport infrastructure; and ensure greater deployment of energy efficiency and renewable

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<sup>132</sup> See, for example, the Institute for Sustainability (2011) Managing Low Carbon Retrofit Projects [online] available at: <http://bob.instituteforsustainability.org.uk/knowledgebank/retrofitguides/guide-5/Pages/Download.aspx> (accessed 13/05/2013)

energy technologies. The plan will require new development to incorporate a high level of emissions reductions and in due course lead to zero carbon development; whilst other policies would contribute to reducing the environmental impact of existing development too (through retrofitting). District Heating Networks are proposed to lead to low carbon heat supply.

4.6.15 The embodied energy of construction materials will be reused and recycled in new construction which will reduce emissions used in the mining and manufacturing of new construction materials. Transport improvements will shift priority from the car to increase use of the sustainable transport modes of walking, cycling and public transport, and development will be located in sustainable places that reduce the need to travel. In combination, all of these policies should lead to **significant positive effects** in terms of reducing emissions and increasing energy efficiency.

4.6.16 The following recommendations are made:

- Work closely with applicants to ensure that design features, mitigation and infrastructure are implemented as fully as possible, given viability constraints.

### **Sustainability Theme: Economy**

#### ***Sustainability Issues***

- Maintain and capitalise on Cambridge's position as one of the UK's most competitive cities;
- Address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges;
- Capitalise on the value that language schools/specialist tutorial colleges contribute to the local economy, but balance this against the increased impact this may have on the housing market;
- Ensure provision of appropriate office space for small and growing high tech businesses and research sectors;
- Consider the need for high-tech headquarters and high-tech manufacturing;
- Consider whether and how to address the on-going loss of industrial floorspace;
- Encourage more sustainable growth of tourism which recognises the pressure it places on the City's transport infrastructure and accommodation need;
- Ensure the continued vitality and viability of the city centre and safeguard the diversity of independent shops in areas such as along Mill Road;
- Protect local shopping provision in district and local centres which provide for people's everyday needs; and
- Ensure adequate provision of convenience shopping in the north west of Cambridge.

#### ***Relevant plan policies***

- Section 2: **Policy 2** Spatial Strategy for the location of employment development, **Policy 6** Hierarchy of centres and Retail Capacity, **Policy 7** The River Cam

- Section 3: **Policy 9** The City Centre, **Policy 10** Development in the City Centre Primary Shopping Area, , **Policy 11** Fitzroy/Burleigh Street/Grafton Area of Major Change, **Policy 13** Areas of Major Change and Opportunity Areas – general principles, **Policy 14** Northern Fringe East and land surrounding Cambridge Science Park Station, **Policy 12** Cambridge East, **Policy 15** South of Coldham’s Lane, **Policy 16** Cambridge Biomedical Campus (including Addenbrooke’s Hospital), **Policy 17** Southern Fringe, **Policy 18** West Cambridge, **Policy 19** NIAB 1, **Policy 20** Station Area West and Clifton Road Areas of Major Change, **Policy 21** Mitcham’s Corner Opportunity Area, **Policy 22** Eastern Gate Opportunity Area, **Policy 23** Mill Road Opportunity Area, **Policy 24** Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area, **Policy 25** Old Press/Mill Lane Opportunity Area, **Policy 26** Site Specific Development Opportunities
- Section 5: **Policy 40** Development and Expansion of Business Space, **Policy 41** Protection of Business Space, **Policy 42** Connecting new developments to digital infrastructure, **Policy 43** University Faculty Development, **Policy 44** Specialist Colleges and Language Schools, **Policy 46** Development of Student Housing
- *Section 8:* **Policy 72** Development and change of use in district, local and neighbourhood centres, **Policy 77** Development and Expansion of Hotels, **Policy 78** Redevelopment or loss of hotels, **Policy 79** Visitor attractions
- *Section 9:* **Policy 80** Supporting Sustainable Access to Development, **Policy 81** Mitigating the Transport Impact of Development, **Policy 82** Parking Management, **Policy 83** Aviation Development, **Policy 84** Telecommunications
- *Section 10:* **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

### ***Appraisal***

- 4.6.17 The Scoping Report highlights four main economic sectors in Cambridge: higher and further education and the related research institutes; high-tech business; retail; and tourism.
- 4.6.18 **Policy 43** seeks to support University Faculty Development for the development or redevelopment of faculty, research and administrative sites for both the University of Cambridge and Anglia Ruskin University. The Universities are key drivers of economic growth in the sub region and this policy will allow the Universities to grow. **Policy 44** allows for the development of existing and new specialist schools subject to criteria regarding accommodation, social and welfare facilities for non-local students. **Policy 46** sets out the requirements for student housing that allows the Universities and specialist colleges to grow. Specialist colleges and language schools contribute £78m to the local economy and this policy allows them to grow and boost the local economy, whereas the previous Local Plan prevented the expansion of new language schools and specialist schools/tutorial colleges within Cambridge. As such, the plan will lead to **significant positive effects** in terms of economic growth at the Universities and specialist schools.

- 4.6.19 **Policy 2** sets the target for 12ha of employment land to be delivered over the plan period. Provision has been made for varied employment opportunities however with a particular focus on knowledge based industries and institutions, of which there will be a range of sites and sizes. **Policy 40** supports proposals that help reinforce the existing high technology and research cluster of Cambridge. Delivering such a quantum of employment land of varying sizes should lead to **significant positive effects** in terms of ensuring provision of appropriate office space for small and growing high tech businesses and research sectors and high tech headquarters, whilst also providing the potential for high tech manufacturing. The provision of employment land and support for the Universities (as described above) should capitalise upon Cambridge's reputation and maintain Cambridge's competitiveness in attracting investment and business.
- 4.6.20 **Policy 41** seeks to address the loss of industrial floorspace by affording greater protection to 'Protected Industrial Land' and by establishing a presumption against the loss of all other protected employment land. This should lead to **significant positive effects** in terms of maintaining the supply of a range of industrial land for businesses that underpin the research and knowledge-based industries in Cambridge that are so important to the national, regional and local economy.
- 4.6.21 **Policy 6** sets out the capacity for 14,141m<sup>2</sup> of additional comparison retail floorspace to 2022. The policy is clear that this should be directed to centres in line with the sequential approach set out in the NPPF, and taking into account the hierarchy of centres<sup>133</sup>. The majority is to be delivered in the city centre (**Policies 9, 10 and 11**) but provision is also made for small scale retail at the Areas of Major Change and Opportunity Areas (**Policies 13-26**) in order to create mixed-use developments. **Policy 11** the Fitzroy / Burleigh Street / Grafton Area of Major Change is the primary focus for providing additional comparison retail in the City Centre, redeveloping and/or expanding the site for retail and leisure use with residential and student accommodation on the upper floors.
- 4.6.22 **Policy 23** seeks to support proposals to improve and refurbish shops and frontages along Mill Road in order to add to the vitality and viability of the street, protect and enhance its unique character, and develop arts and cultural facilities. Large units will be resisted in order to safeguard the independent nature of the shops in the area. **Policy 72** sets the policy for changes of use and development at district, local and neighbourhood centres, focussing development to the larger centres in line with the retail hierarchy. The level of retail development proposed and the hierarchical approach to retail development should protect the vitality and viability of the city centre and Mill Road into the future, leading to **significant positive effects**.
- 4.6.23 The Scoping Report highlights that tourism makes a significant contribution to the local economy; however the current Local Plan has a policy of 'managing rather than promoting' tourism. In order to promote the sustainable growth of tourism, policies allow for the development and expansion of high quality hotels in sustainable

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<sup>133</sup>In Cambridge, the hierarchy is set out in Policy 6 and places the City Centre at the top of the hierarchy; then district centres; local centres; and finally neighbourhood centres.

locations (**Policy 77**); prohibit the loss of hotels and accommodation along public transport corridors (unless no longer viable – **Policy 78**); and support proposals for new visitor attractions (**Policy 79**) providing that they complement the existing cultural heritage of the city and are limited in scale. **Policy 7** requires development proposals along the River Cam corridor to take account of and support as appropriate tourism and recreational facilities. These approaches should reduce strain on the public transport network and attractions by reducing the number of day trips and diversifying the tourist ‘offer’ of the city; although it is noted that this approach is aspirational and may result in a ‘mini-break’ culture through greater hotel accommodation provision. Other policies seek to preserve the character of Cambridge (a key attraction to tourists) and as such the plan should lead to **significant positive effects** in terms of promoting the sustainable growth of tourism.

4.6.24 In terms of addressing income and employment deprivation at Kings Hedges and Abbey Ward, the majority of development is focussed at the south, west and centre of Cambridge (rather than the north and east where Kings Hedges and Abbey Ward are located). Protected industrial land is generally in the north east ‘quarter’ of Cambridge which should preserve existing employment uses, which are generally lower-skilled and lower-paid, for residents of deprived areas at Kings Hedges and Abbey Ward. Of the Areas of Major Change, **Policy 14** could be beneficial to Kings Hedges and Abbey Ward as it proposes 5.26ha<sup>134</sup> of “high quality mixed use development, including employment uses such as B1, B2 and B8 uses as well as a range of supporting uses, commercial, retail and residential uses” which could lead to employment opportunities on-site and improved access to employment in other areas via the busway and rail station. Employment opportunities are likely to be of greater benefit to higher-qualified and skilled workers and less beneficial to residents of Kings Hedges and Abbey Ward due to the focus on research and high-tech sectors; although a mix of employment is envisaged including retail and other supporting sectors to the ‘Cambridge Cluster’ uses. Providing that King’s Hedges and Abbey Ward are sufficiently connected to areas across the city they should be able to take advantage of the new job opportunities that the plan creates, which could lead to **significant positive effects** in terms of income and employment deprivation.

4.6.25 Several other policies set to be included in the Local Plan could have implications for the economy:

- **Policy 3** sets out the spatial strategy for the location of residential development. Delivery of 14,000 new dwellings over the plan period would provide new homes for employees, could help address housing affordability issues for businesses and could help attract businesses to the area, leading to positive effects in terms of competitiveness and the economy.
- **Policy 80** seeks to support development schemes that prioritise sustainable access to development by public transport, walking and cycling. This could lead to negative effects through reducing attractiveness to some businesses.
- **Policy 81** states that development will be permitted where the transport impact is shown to be acceptable in accordance with national and local policy tests.

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<sup>134</sup> CLP Proposals Schedule Draft

- **Policy 82** sets the thresholds for parking spaces. This could lead to negative effects through reducing attractiveness to some businesses.
- **Policy 83** allows, in principle, development at the airport which could provide a competitive advantage to Cambridge.
- **Policy 84** development and installation of telecommunications equipment could keep Cambridge at the forefront of innovation and communications, providing a competitive advantage.
- **Policy 85** the costs of infrastructure provision could potentially discourage businesses from locating; however, there is no evidence to suggest that this will be the case given that other authorities will also be requiring contributions to infrastructure.

***Conclusions and recommendations for mitigating negative effects and maximising positive effects***

4.6.26 The plan as appraised should lead to **significant positive effects** in terms of encouraging economic growth through capitalising on the four strengths of Cambridge's economy: higher and further education and the related research institutes; high-tech business; retail; and tourism. The plan proposes sustainable growth in all of these sectors and includes criteria to protect against negative or undesirable effects. Development in research and high-tech sectors should improve Cambridge's competitiveness in terms of business, whilst retail growth and tourism development should increase the city's attractiveness to shoppers, visitors and tourists. Support for the Universities and specialist tutorial colleges/language schools will also increase their value in the local economy providing that suitable accommodation is provided.

4.6.27 The following recommendations are made:

- Ensure that new employment areas have strong transport links to Kings Hedges and Abbey Ward areas so that residents of these income and employment deprived areas can take advantage of new employment opportunities elsewhere in the city. It is notable that no policy is directed specifically at addressing problems of deprivation in these areas, albeit it is recognised that Cambridge is a compact city and hence wherever employment is located it will be relatively easy to access by public transport or bike.

**Sustainability Theme: Flood Risk including Climate Change Adaptation**

***Sustainability issues***

- Account for the potential environmental, economic and social cost of flooding for all development proposals;
- Protect and enhance existing natural flood risk management infrastructure and ensure all development incorporates sustainable drainage systems to minimise surface water flood risk; and

- Ensure that new and existing communities are capable of adapting to climate change with consideration given to the role of green and blue infrastructure as well as the layout and massing of new developments.

### ***Relevant plan policies***

- *Section 3: Policy 13* Areas of Major Change and Opportunity Areas – general principles; **Policy 26** Site Specific Development Opportunities
- *Section 4: Policy 27* Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use, **Policy 31** Integrated Water Management and the Water Cycle, **Policy 32** Flood Risk
- *Section 7: Policy 52*, Protecting Garden Land and the Subdivision of Existing Dwelling Plots, **Policy 59** Designing Landscape and the Public Realm, **Policy 60** Designing Landscape and the Public Realm, **Policy 63** Works to a heritage asset to address climate change, **Policy 66** Paving over front gardens, **Policy 67** Protection of Open Space, **Policy 68** Open Space and Recreation Provision Through New Development, **Policy 69** Protection of sites of local nature conservation importance, **Policy 71** Trees
- *Section 10: Policy 85* Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

### ***Appraisal***

4.6.28 The Strategic Flood Risk Assessment identifies that the majority of the rivers and watercourses in Cambridge currently pose a flood risk and that this will be exacerbated in the future due to climate change. As such new development should not lead to further flood risk, and ideally should improve the existing and future situation for current and future residents.

4.6.29 **Policy 32** sets out the general policy regarding flood risk requiring development to be in line with the sequential test<sup>135</sup>, and that proposals should reduce surface water runoff rates so that they are no greater than what would have been the case for a greenfield or undeveloped site. **Policy 26** requires proposed developments to make provision for any amelioration and mitigation needed to address issues of flooding. **Policy 32** also highlights the fact that new development has the potential to reduce flood risk elsewhere in the city. Preventing impermeable driveways (**Policy 66**) and protecting gardens from development (**Policy 53**) will also reduce runoff rates and increase infiltration, preventing increased flood risk.

4.6.30 **Policy 31** sets out the policy towards handling water and highlights the need for SuDS to reduce flood risk with developments required to integrate the principles of water sensitive urban design. When SuDS are combined with high quality landscaping they can deliver multi-functional green and blue infrastructure which can deliver a range of benefits. **Policy 26** requires the integration of proposed and existing sustainable drainage measures on site. **Policy 59** (criterion h) requires

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<sup>135</sup> The sequential test is set out in the NPPF and directs development to areas that have the lowest risk of flooding.

landscaping to incorporate trees, surface water management and microclimate into landscape and public realm schemes and also for planting to be climate resilient, which should contribute towards mitigating the urban heat island effect through providing vegetation which cools the environment through transpiration and providing shade. This effect should be added to by **Policy 31** which allows green roofs and **Policy 71** which protects mature trees.

4.6.31 **Policy 27** requires new development to provide a ‘Sustainability Statement’ as part of the Design and Access Statement, which seeks to influence designer/developer thinking in the scheme from the outset and ensure that new development is able to adapt to climate change. This should include sustainable design features and contribute towards water efficiency with a figure of 80 litres/head/day set for all new residential development. Sustainable design features such as passive solar design and passive ventilation can result in warmer buildings in winter and cooler buildings in summer respectively. Water efficiency measures should help adapt to reduced water availability, and conserving and reusing water would reduce water use in times of drought. **Policy 63** allows (in principle) works to a heritage asset in order to address climate change, which should help protect against risks that climate change may bring.

4.6.32 **Policies 13** and **85** require infrastructure to support development, including open space, recreation, green infrastructure, drains and flood defences. **Policy 26** requires the integration of proposed and existing sustainable drainage measures on site. Taken together these requirements should ensure the delivery of critical infrastructure which should help Cambridge to manage flood risk and adapt to the risks of climate change.

***Conclusions and recommendations for mitigating negative effects and maximising positive effects***

4.6.33 Policies in the Local Plan do not allow for development to increase flood risk and they also seek to improve the baseline situation through infrastructure provision. Gardens and open spaces should be protected which will help protect against flood risk. SuDS schemes and multi-functional green and blue infrastructure should provide links and routes for species to migrate. ‘Climate-proof’ species and planting should ensure that landscaping is tolerant to heat and drought and also saturation. Protecting open space, trees, gardens and natural areas should help mitigate the urban heat island effect through encouraging transpiration, ‘urban cooling’ and providing shade.

4.6.34 Encouraging sustainable design techniques in order to capture solar gain during winter and provide natural ventilation and cooling in the summer should help protect against heat stress for people, particularly vulnerable people, older and younger people.

4.6.35 Measuring against the baseline situation, the plan should lead to **significant positive effects** in terms of climate change adaptation and flood risk by ensuring that new

development is resilient to climate change and contributes towards reducing flood risk across the city.

4.6.36 No recommendations are made.

### **Sustainability Theme: Landscape, Townscape and Cultural Heritage**

#### ***Sustainability issues***

- To ensure the protection and enhancement of the historic environment through appropriate design and scale of new development;
- To actively promote the character and distinctiveness of the Conservation Areas; and
- To ensure the scale of new development is sensitive to the existing key landmark buildings and low lying topography of the city.

#### ***Relevant plan policies***

- *Section 2:* **Policy 1** The presumption in favour of sustainable development; **Policy 2** Spatial Strategy for the Location of Employment Development; **Policy 4** The Cambridge Green Belt; **Policy 7** The River Cam; **Policy 8** Setting of the City
- *Section 3:* **Policy 9** The City Centre; **Policy 13** Areas of Major Change and *Opportunity* Areas – General Principles; **Policy 16** Cambridge Biomedical Campus, including Addenbrooke’s hospital; **Policy 17** Southern Fringe Areas of Major Change; **Policy 18** West Cambridge Area of Major Change; **Policy 25** Old Press/Mill Lane *Opportunity* Area; **Policy 26** Site Specific Proposals
- *Section 4:* **Policy 29** Renewable and Low Carbon Energy Generation; **Policy 31** Integrated water management and the water cycle; **Policy 34** Light Pollution Control
- *Section 6:* **Policy 49** Gypsies and Travellers
- *Section 7:* **Policy 55** Responding to Context; **Policy 56** Creating Successful Places; **Policy 57** Designing New Buildings; **Policy 58** Altering and Extending Existing Buildings; **Policy 59** Designing Landscape and the Public Realm; **Policy 60** Tall Buildings and the Skyline in Cambridge; **Policy 61** Conservation and Enhancement of Cambridge’s Historic Environment; **Policy 62** Local Heritage Assets; **Policy 63** Works to a heritage asset to address climate change; **Policy 64** Shopfronts, Signage and Shop Security Measures; **Policy 65** Visual Pollution; **Policy 66** Paving over front gardens; **Policy 67** Protection of open space; **Policy 68** Open Space and Recreation Provision Through New Development
- *Section 8:* **Policy 79** Visitor Attractions

#### ***Appraisal***

4.6.37 The Local Plan is likely to have implications for identified landscape, townscape and cultural heritage issues as any level of development has the potential to impact, both positively and negatively on the setting, character and townscape and landscape quality of an area.

- 4.6.38 Cambridge has a rich and varied townscape which contains a high concentration of historic assets. The varied character of Cambridge is evident in the large number of Conservation Areas that have been established to protect the distinctive character of different parts of the City. Cambridge has 868 Listed Buildings: 66 grade I, 52 grade II\* and 750 grade II. Cambridge also has five Scheduled Ancient Monuments, 11 Historic Parks and Gardens and 11 Conservation Areas covering a total of 838 hectares. There are also in excess of 1,000 Buildings of Local Interest. Within the centre, the college grounds of Christ's, Clare, Emmanuel, King's, Queens', St John's, Trinity Hall and Trinity Colleges are all registered by English Heritage as being of 'special interest'.
- 4.6.39 A significant number of the policies are identified to have a potential impact on the landscape, townscape and cultural heritage sustainability objectives. The key policies that have the potential to lead to significant positive or adverse impacts are discussed below.
- 4.6.40 Area-wide policies such as **Policy 4** (The Cambridge Green Belt) seek to protect the Green Belt from development unless very special circumstances can justify development. This policy should prevent inappropriate development in the Green Belt, thereby helping to preserve the unique setting and special character of the city. Similarly **Policy 8** (Setting of the City) seeks to ensure that the area between the urban edge and the countryside is protected from inappropriate development. The policy will only allow planning permission to be granted for development on the urban edge where it can demonstrate that it “responds to, conserves and enhances the landscape setting, approaches and special character of the city”.
- 4.6.41 **Policy 7** (The River Cam) aims to ensure that the special character of the River Cam and its corridor is protected. Its requirement for the design of development proposals to “enhance views to and from the river” should help maintain the quality and distinctiveness of the Cam’s landscape character.
- 4.6.42 Section 3 includes a number of policies (Policies 9, 13, 16 – 18, 25 and 26) that seek to protect and enhance the historic character of areas in the city that are expected to face major development change over the lifetime of the plan. **Policy 9** (City Centre) sets out a range of criteria that all development proposals within the City Centre boundary must comply with in order to gain planning permission. In particular it requires any new development or redevelopment to “preserve or enhance heritage assets and their setting, green spaces and the River Cam”. It further states that a Supplementary Planning Document (SPD) will be produced in order to improve the public realm in the City Centre; a key focus of this will be to improve connections between the historic core and Fitzroy / Burleigh Street areas of the City Centre.
- 4.6.43 In particular, **Policy 13** sets out a number of design principles that it expects all development proposals (with the exception of minor development) on sites in Areas of Major Change and Opportunity Areas to follow, such as “development should

develop a new, strong landscape framework which is guided by and incorporates existing and historic character and positive features”.

- 4.6.44 **Policy 25** requires development proposals to preserve and enhance the special historic character and appearance of heritage assets, including the Conservation Area and listed buildings and their settings in the Old Press/Mill Lane Opportunity Area. This approach should lead to positive impacts in terms of requiring new development to promote the character and distinctiveness of the conservation area.
- 4.6.45 **Policy 26** sets out the criteria which the ‘Site Specific Development Opportunities’ will be subject to, which includes design considerations and following other policy requirements in the plan. Specific sites in the Green Belt (sites GB1 to GB4) are required to incorporate sensitive design including landscaping, buffers and, particularly at sites GB1 and 2, the retention of the country lane appearance and character of Worts’ Causeway including its verges, hedgerows and bridleway. Any archaeological remains should also be preserved in situ. Such requirements should ensure that any potential landscape or archaeological heritage impacts are mitigated.
- 4.6.46 All of the policies in Section 7 (**Policies 55 – 71**) seek to ensure that the character of Cambridge is protected and enhanced. In particular, **Policy 55** (Responding to Context) requires proposals to “identify and respond positively to existing features of natural, historic or local importance on and close to proposed development sites”, as well as “use appropriate local characteristics to help inform the use, siting, massing, scale, form, materials and landscape design”. In doing so this policy should ensure that the character and distinctiveness of Cambridge’s Conservation Areas is both protected and enhanced and in doing so should positively contribute to the sustainability objective.
- 4.6.47 **Policy 56** (Creating Successful Places) seeks to ensure that development positively enhances the townscape by creating “attractive and appropriately scaled built frontages” and by using “materials, finishes and street furniture suitable to the location and context”. Similarly, **Policy 57** (Designing New Buildings) requires new developments to “have a positive impact on their setting in terms of location on the site, height, scale and form, materials and detailing, ground floor activity, wider townscape and landscape impacts and available views”. Both policies should help ensure that Cambridge’s historic environment is protected and enhanced. **Policy 58** sets out the requirements for proposals involving the alteration and extension to existing buildings and will ensure that such proposals are only granted planning permission where they can demonstrate that they will not adversely affect the character and appearance of listed buildings or appearance of Conservation Areas and local heritage assets.
- 4.6.48 **Policy 60** (Tall Buildings and the Skyline in Cambridge) aims to protect Cambridge’s distinct and world-renowned skyline by requiring any development proposals for tall buildings (i.e. proposals for developments that will be significantly taller than the buildings that surround them and/or exceed 19m within the historic core) to

demonstrate how they have taken account of the prevailing context and more distant views to enhance the skyline. Policy 60 has precedent within the current 2006 Cambridge Local Plan, specifically Policy 3/13 (Tall Buildings and the Skyline). It is also notable that an abbreviated version of the Council's document '*Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan*' (2006) has been included in the appendix to the plan to provide a more detailed explanation and methodology for the application of Policy 60. The inclusion of this policy/guidance will help to contribute to the sustainability objective of ensuring that the scale of new development is sensitive to the existing key landmark buildings and low lying topography of the city.

4.6.49 **Policy 61** (Conservation and Enhancement of Cambridge's Historic Environment) specifically seeks to conserve and enhance Cambridge's historic environment. The policy requires development proposals in a Conservation Area to retain buildings and spaces whose loss would cause harm to the character of the Conservation Area; and for developments to contribute to the local distinctiveness, built form and scale of heritage assets. Similarly, **Policy 62** sets out a general presumption in favour of the retention of local heritage assets. The requirements of these policies should have positive impacts on the townscape sustainability objective by helping to ensure that Cambridge's distinct historic environment is protected and enhanced throughout the duration of the plan period.

4.6.50 **Policy 65** (Visual Pollution) sets out the policy regarding fixed and mobile advertising, street furniture, signage, telecommunications cabinets and other items on the street that may constitute visual pollution in the public realm. When subject to regulatory approval, such items would only be permitted where they would have no adverse impact on the character and setting of the area; they do not impede pedestrian or vehicular movement; they have a clear purpose and avoid street clutter; and their design is in-keeping with their setting. Such criteria should help preserve the special character of the city and lead to positive effects in terms of townscape and built heritage.

4.6.51 It is also worth noting that the following policies included in the Local Plan are also likely to have implications for landscape, townscape and cultural heritage objectives, albeit to a lesser extent:

- Policy 1 The presumption in favour of sustainable development
- Policy 2 Spatial Strategy for the Location of Employment Development
- Policy 31 Integrated water management and the water
- Policy 34 Light Pollution Control
- Policy 49 Gypsies and Travellers
- Policy 59 Designing Landscape and the Public Realm
- Policy 63 Works to a heritage asset to address climate change
- Policy 64 Shopfronts, Signage and Shop Security Measures
- Policy 66 Paving over front gardens
- Policy 67 Protection of open space
- Policy 68 Open Space and Recreation Provision through New Development

### ***Conclusions and recommendations for mitigating negative effects and maximising positive effects***

4.6.52 In spite of the scale of new development proposed, taken as a whole the policies presented in the Local Plan are expected to result in positive effects in terms of the landscape, townscape and cultural heritage objectives. The plan contains a number of policies, particularly those in Section 7 (Protecting and Enhancing the Character of Cambridge) that should continue to provide a good level of protection to the designated Conservation Areas, Listed Buildings and heritage assets in Cambridge. Many of the policies presented in Section 3 (City Centre, Areas of Major Change, Opportunity Areas and Site Specific Proposals) include criteria that will ensure development is only supported where it can demonstrate that it will protect and enhance the character of specific areas in the city. In addition, the plan's policy on restricting development from the Green Belt except in very special circumstances (Policy 4), should help to preserve the setting and special character of Cambridge's historic centre.

4.6.53 No recommendations are made.

### **Sustainability Theme: Transport**

#### ***Sustainability issues***

- To build on the high modal share of cycling in the city centre and encourage cycling for journeys over one mile;
- To reduce the use of the private car and ensure greater access to frequent public transport; and
- To capitalise on the opportunity of new development to discourage private car use and promote the use of more sustainable forms of transport.

#### **Relevant plan policies**

- **Section2: *The Spatial Strategy for Cambridge to 2031 - Policy 1*** The presumption in favour of sustainable development; **Policy 2** Spatial Strategy for the Location of Employment Development; **Policy 3** Spatial Strategy for the Location of Residential Development; **Policy 4** The Cambridge Green Belt; **Policy 5** Strategic Transport Infrastructure; **Policy 6** Hierarchy of Centres and Retail Capacity
- **Section3: *City Centre, Areas of Major Change, Opportunity Areas and Site Specific Proposals - Policy 9*** The City Centre; **Policy 11** Fitzroy/Burleigh Street/Grafton Area of Major Change; **Policy 13** Areas of Major Change and Opportunity Areas – General Principles; **Policy 14** Northern Fringe East and land surrounding Cambridge Science Park Station; **Policy 15** South of Coldham's Lane; **Policy 16** Cambridge Biomedical Campus, including Addenbrooke's hospital; **Policy 17** Southern Fringe Areas of Major Change; **Policy 18** West Cambridge Area of Major Change; **Policy 19** NIAB 1 Area of Major Change; **Policy 20** Station Area West and Clifton Road Areas of Major Change; **Policy 21** Mitcham's Corner

- Opportunity Area; **Policy 22** Eastern Gate Opportunity Area; **Policy 23** Mill Road Opportunity Area; **Policy 24** Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area; **Policy 25** Old Press/Mill Lane Opportunity Area; **Policy 26** Site Specific Development Opportunities
- **Section4:** *Responding to Climate Change and Managing Resources* - **Policy 27** Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use
  - **Section5:** University Faculty Development - **Policy 43** University Faculty Development
  - **Section6:** *Maintaining a balanced supply of housing* – **Policy 46** Development of Student Housing; **Policy 47** Specialist Housing; **Policy 49** Gypsies and Travellers
  - **Section7:** *Protecting and Enhancing the Character of Cambridge* – **Policy 56** Creating Successful Places; **Policy 57** Designing New Buildings
  - **Section8:** *Services and local facilities* - **Policy 77** Development and Expansion Of Hotels; **Policy 79** Visitor Attractions
  - **Section9:** *Providing the Infrastructure to Support Development* - **Policy 80** Supporting Sustainable Access to Development; **Policy 81** Mitigating the Transport Impact of Development; **Policy 83** Parking Management; **Policy 83** Aviation Development
  - **Section10:** *Delivery* – **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

### ***Appraisal***

- 4.6.54 The Local Plan is likely to have implications for the identified transport issues as all new development has the potential to impact on existing transport infrastructure.
- 4.6.55 Cycling levels within Cambridge are amongst the highest in Europe. A large proportion of those that work and live in Cambridge cycle (36%) or walk (19%) to work regularly. However, pressure on the transport network (already acknowledged to be ‘seriously constrained’ in many areas) is expected to increase as a result of planned growth.
- 4.6.56 **Policy 3** sets out the overall development strategy for the location of residential development and seeks to focus the majority of new development in and around the urban area of Cambridge. Concentrating new development within the urban area where there are already well established local centres offering a wide range of existing facilities should help to maximize the number of residents accessing services and facilities locally, thereby reducing the requirement for/frequency of longer distance journeys being made and should help to reduce the use of the private car.
- 4.6.57 **Policy 80** (Supporting Sustainable Access to Development) is the main policy regarding transport and accessibility in the city and identifies the key transport-related elements that development proposals must demonstrate in order to be supported in planning terms. The policy requires new developments to prioritise access by sustainable modes of travel (walking, cycling and public transport) over car use, which should contribute to positive sustainability outcomes. It also requires

major development on the edge of Cambridge and in the urban extensions to be supported by high quality public transport links that are within highly walkable and cyclable travel distance of development. Requiring high quality public transport provision to be integrated with new development on the edge of Cambridge should lead to positive outcomes by increasing the use of public transport in these areas and minimising residents' use of private cars for travelling into Cambridge.

- 4.6.58 **Policy 82** (Parking Management) sets out the maximum levels of parking provision for cars and the minimum levels of parking provision for bicycles that the Council requires for residential and non-residential development across the city. The policy places a restriction on car parking spaces yet is flexibly worded in that it allows for levels to be reduced where lower car use can reasonably be expected. The relatively high cycling space requirements, coupled with the restrictions on car parking spaces, are likely to make parking/storage of bicycles at new developments across Cambridge easier and should help reduce the use of the private car thus further increasing the use of sustainable modes of travel, particularly cycling, in the city and reducing pressure on the transport network. **Policy 46** (Development of Student Housing) should further support this approach as it only allows new student housing in locations that are well served by sustainable transport modes; and subject to the condition that appropriate management arrangements are in place to ensure students do not keep cars in Cambridge.
- 4.6.59 **Policy 5** (Strategic Transport Infrastructure) requires development proposals to be consistent with and contribute to the implementation of the Transport Strategies and priorities set out in the Cambridgeshire Local Transport Plan (LTP) and the Transport Strategy for Cambridge and South Cambridgeshire. The policy places an emphasis on securing a modal shift and increasing the use of more sustainable forms of transport, requiring developers to work with the City Council and Cambridgeshire County Council to achieve the objectives and implement the Cambridge specific proposals in the LTP, including the implementation of transport schemes that will improve linkages across the region. This should help to ensure that new developments capitalise on opportunities identified in the LTP and in doing so help increase provision and use of more sustainable transport modes across Cambridge.
- 4.6.60 **Policy 81** (Mitigating the Transport Impact of Development) requires development schemes to make reasonable and proportionate financial contributions/mitigation measures where necessary to make the transport network impact of development acceptable. The policy could be strengthened/reworded to make it clearer what type of infrastructure the financial contributions would be used for (i.e. to clarify whether this would include sustainable transport infrastructure to create a virtuous circle).
- 4.6.61 **Policy 56** (Creating Successful Places) requires development proposals to demonstrate compliance with a range of criteria in order to result in well-designed development. The policy requires proposals to create streets which respond to their role and function whilst not allowing vehicular traffic to dominate however, as it is currently worded, the policy does not include any criteria relating to the need to

provide access to sustainable modes of transport. The policy wording could better contribute to positive sustainability outcomes by emphasising the need for proposals to be accessible by foot / bicycle paths and public transport.

- 4.6.62 The policies in **Section 3** seek to manage change in key areas of the city and on specific sites where new development is expected to come forward during the plan period. In doing so, the policies present a range of criteria which state what development proposals are expected to do in order to gain planning permission. The majority of these policies include requirements for development proposals to promote/provide access by sustainable modes of transport (i.e. by making provision for walking and cycling and making improvements for pedestrians and cyclists such as through the creation of new pedestrian and cycle routes and the inclusion of managed cycle parking facilities etc.) which should help contribute to discouraging private car use and the use of sustainable modes of transport in the city. **Policy 20** (Station Area West and Clifton Road Areas of Major Change) seek to regenerate the area around the train station into a vibrant, mixed-use development centred around an accessible, high quality and improved transport interchange. This policy should help to promote the use of more sustainable forms of transport at this location therefore having significant positive contributions to the transport objectives.
- 4.6.63 In addition, **Policy 26** (Site Specific Development Opportunities) requires new development at these sites to have 'satisfactory access and other infrastructure provision'. Specific sites GB1 and GB2 in the Green Belt are subject to additional requirements including the retention of Wort's Causeway as a bus-only route during peak periods; a green link to the Green Belt for pedestrians, horse riders and cyclists; and the provision of a single access and crossover onto Babraham Road – all of which should help reduce car use and promote sustainable transport.

***Conclusions and recommendations for mitigating negative effects and maximising positive effects***

- 4.6.64 Overall the policies in the Plan are expected to have positive outcomes for the transport objectives. In particular the overall development strategy for the location of residential development seeks to ensure that new residential development is located in and around the urban area of Cambridge which should capitalise on the opportunity for new residential development to discourage private car use and encourage more sustainable modes of transport. **Policy 80** requires new development to prioritise access by sustainable modes of travel (walking, cycling and public transport) over car use which should also contribute to positive sustainability outcomes. In addition it requires major development on the edge of Cambridge and in the urban extensions to be supported by high quality public transport links that are within (or will be made to be within) highly walkable and cyclable travel distance of development thus helping to promote the use of more sustainable forms of transport. Given the constrained nature of Cambridge's transport network the Plan seeks to make the best use of existing infrastructure by promoting a compact urban form; achieving a modal shift to sustainable transport and reducing the need to travel; all of which should address historic rises in transport emissions.

4.6.65 The following recommendations are made:

- **Policy 81** (Mitigating the Transport Impact of Development) could be strengthened and reworded to make it clearer what type of infrastructure the financial contributions would be used for. This policy would better support the transport objectives if these contributions were to be directed towards sustainable transport infrastructure.
- **Policy 56** (Creating Successful Places) could be reworded to emphasise the need for proposals to be accessible by sustainable modes of transport such as through the inclusion of foot / cycle paths and public transport.

### **Sustainability Theme: Biodiversity**

#### ***Sustainability issues***

- Maintain and build on the success of positive conservation management on local wildlife sites and SSSIs;
- Maintain and improve connectivity between existing green infrastructure in order to provide improved habitats for biodiversity and ensure no further fragmentation of key habitats as a result of new or infill development;
- Capitalise on the opportunity for green infrastructure to help Cambridge adapt to the threats posed by climate change (particularly flooding), and to improve water quality;
- Ensure new development does not impact on biodiversity including no further loss of biodiversity rich farmland to development; and
- Improve the water quality of Cambridge's water courses in line with the Water Framework Directive requirements.

#### ***Relevant plan policies***

- **Section 2: The Spatial Strategy** - **Policy 2** Spatial Strategy for the Location of Employment Development; **Policy 3** Spatial Strategy for the Location of Residential Development; **Policy 4** The Cambridge Green Belt; **Policy 7** The River Cam; **Policy 8** Setting of the City
- **Section 3: City Centre, areas of major change, opportunity areas and site specific proposals** - **Policy 13** Areas of Major Change and Opportunity Areas – General Principles; **Policy 14** Northern Fringe East and land surrounding Cambridge Science Park Station; **Policy 15** South of Coldham's Lane; **Policy 16** Cambridge Biomedical Campus, including Addenbrooke's hospital; **Policy 17** Southern Fringe Areas of Major Change; **Policy 17** Southern Fringe Areas of Major Change; **Policy 19** NIAB 1 Area of Major Change; **Policy 20** Station Area West and Clifton Road Areas of Major Change; **Policy 25** Old Press/Mill Lane Opportunity Area
- **Section 4: Responding to climate change and managing resources** - **Policy 27** Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use; **Policy 29** Renewable and Low Carbon Energy Generation; **Policy 31** Integrated water management and the water cycle; **Policy**

- **34** Light Pollution Control; **Policy 35:** Protection of Human Health From Noise and Vibration
- **Section 6:** *Maintaining a balanced supply of housing* - **Policy 52** Protecting Garden Land and the Subdivision of Existing Dwelling Plots; **Policy 54:** Residential Moorings
- **Section 7:** *Protecting and enhancing the character of Cambridge* - **Policy 55** Responding to Context; **Policy 56** Creating Successful Places; **Policy 57** Designing New Buildings; **Policy 59** Designing Landscape and the Public Realm; **Policy 66** Paving over front gardens; **Policy 67:** Protection of open space; **Policy 68:** Open Space and Recreation Provision Through New Development; **Policy 69** Protection of sites of local nature conservation importance; **Policy 70** Protection of Priority Species and habitats; **Policy 71** Trees
- **Section 9:** *Providing the infrastructure to support development* – **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

### ***Appraisal***

- 4.6.66 Cambridge is home to a range of different habitats, which support many different species. A number of these habitats and species are protected through their designation as part of a network of Sites of Special Scientific Interest (SSSIs) and Local Wildlife Sites (City and County). Cambridge’s biodiversity is not restricted to these protected areas. The large areas of farmland surrounding the city, particularly to the east and west, support a number of key species, including farmland birds. Meanwhile, Cambridge’s green infrastructure provides vital links across the landscape for biodiversity, including the key corridor provided by the River Cam.
- 4.6.67 The policies set out in the Local Plan are likely to have implications for the area’s biodiversity assets given the potential for direct loss of habitat and loss of landscape connectivity that can occur as a result of development. In addition the indirect impacts of new development may have adverse effects on biodiversity; for example as a result of pollution, or due to disturbance linked to increased population levels.
- 4.6.68 A number of the policies set out in the Local Plan seek to guide development to the most appropriate locations within the city. **Policies 2** and **40** seek to direct employment-related development to the city centre and other key employment areas, which may have help to minimise effects on biodiversity. This approach could potentially be further strengthened by following the approach of Policy 3 which makes clear the need for development to make best use of previously developed land. However, it would also be important to take into account the fact that brownfield sites will often be of greater biodiversity importance than greenfield (Green Belt) sites. In light of this fact, it is also important to draw attention to **Policy 4**, which focuses on protecting the Green Belt.
- 4.6.69 The spatial strategy for Cambridge includes **Policy 8**, which looks to support development that conserves or enhances biodiversity in the wider landscape, including green corridors, and which brings about landscape improvements. As such,

it is predicted that this policy will result in positive effects for biodiversity. Nonetheless, this policy could potentially be strengthened by ensuring that impacts of development on the ecological network of Cambridge as a whole are considered. This could involve criteria emphasising the need to protect and provide green linkages between areas of wildlife value (both designated and non-designated); plus which call on developers to recognise the potential multiple benefits of strategic green infrastructure provision. Alternatively, a standalone green infrastructure policy would add weight to these landscape scale considerations.

- 4.6.70 **Policy 13** sets out general principles for the areas of major change and opportunity areas. It notes that development should seek to protect open spaces and calls for the undertaking of strategic landscaping, which could potentially result in positive effects in terms of biodiversity. However, the policy could be strengthened by making clearer the need to consider the role of such spaces and landscaping in the wider green infrastructure network of the city in order to maximise gains for biodiversity. Green infrastructure could also be listed under the 'infrastructure being sought' section of the policy, particularly given the multi-functional nature of such spaces<sup>136</sup>; for example supporting leisure opportunities in addition to biodiversity. Similar improvement could be made to **Policy 57** in terms of its reference to improving the public realm, open space and landscaped areas.
- 4.6.71 Policies focused on 'green infrastructure' should lead to biodiversity benefits. These include **Policy 16** (landscaping and buffer areas); **Policy 17** and **Policy 19** (open space and recreation including allotments); **Policy 20** (open green spaces in the Station West area); and **Policy 25** (the creation and enhancement of areas of public open space). These policies could potentially be improved by making explicit the need to consider such spaces as a part of a wider green infrastructure network across the city.
- 4.6.72 An increased emphasis on the provision of green infrastructure in the above policies would be supported through **Policy 85** which notes that planning obligations and/or a future CIL could be required in order to deliver green infrastructure. The securing of finance to create and enhance green infrastructure has the potential to generate **significant positive effects** in terms of Cambridge's biodiversity.
- 4.6.73 The Local Plan also calls for development activities to consider how buildings themselves can support biodiversity in the built environment through **Policy 57**, which is likely to lead to positive effects for biodiversity. The supporting text to the policy could perhaps go further in terms of offering examples of how this could be achieved (it is assumed that green roofs may be encouraged in practice). It is notable that **Policy 68**, which focuses on the provision of open space in residential proposals, does not currently encourage consideration of the biodiversity value of such spaces, or their integration in the wider green infrastructure network.

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<sup>136</sup> This would also help to deliver the Cambridgeshire Green Infrastructure Strategy

- 4.6.74 Opportunities for development to integrate the principles of sustainable design and construction is the focus of **Policy 27**, with the supporting text noting that climate adaptation can include the use of include green roofs and enhanced tree canopies. Such emphasis may help to support biodiversity as a co-benefit of adaptation. In a similar manner, positive effects are predicted as a result of **Policy 59**. This policy focuses on landscape and the public realm and calls for species to be selected to enhance biodiversity through native planting, or the planting of species capable of adapting to the changing climate.
- 4.6.75 The potential impacts of development on biodiversity are the focus of several policies in the Local Plan. For instance, **Policy 34** notes that development proposals with external lighting, or that involve changes to existing external lighting, will be permitted only when impacts on wildlife are minimised, likely minimising negative effects. In contrast, **Policy 35** represents a missed opportunity to highlight the impacts that excess noise and vibration can have on wildlife in addition to human health.
- 4.6.76 Another missed opportunity can be found in **Policy 52** which, despite highlighting the importance of gardens as semi-natural habitat for local wildlife in its supporting text, does not mention the need to protect such features of wildlife importance in the policy itself. Improvements to this policy could secure positive effects, as is the case with **Policy 66** which notes that proposals for the paving over of front gardens will only be permitted where they will not result in a net loss of biodiversity.
- 4.6.77 The approach set out in **Policy 67** looks to ensure that development proposals do not harm the character, or lead to the loss of, open space of environmental value, which should lead to positive effect in terms of biodiversity. This policy could however be strengthened by noting that, where it is necessary to re-provide open space of environmental value in an alternative location, that such relocations should be made with consideration to the green infrastructure network of the city as a whole (in addition to factors currently considered by the Policy, such as walking distance).
- 4.6.78 The protection of designated areas is the focus of **Policy 69** which sets out criteria for the protection of designated sites of local nature conservation importance; these criteria will allow development only if it does not lead to an adverse effect or loss (whole or part) of a Local Nature Reserve, or, where appropriate, that suitable levels of mitigation are achieved. Such protection of the city's most important wildlife sites should result in positive effects. However, as is the case with **Policy 67**, this policy could be strengthened by making clear that, where required, replacement habitat should be provided in a suitable location within the Cambridge green infrastructure network in order to ensure that ecological connectivity is maintained or enhanced.
- 4.6.79 **Policy 70** also sets out to protect the Cambridge's key biodiversity assets, noting that if significant harm to the population or conservation status of a protected species, priority species or priority habitat resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated, then planning permission

will be refused. As such this is likely to lead to positive effects in terms of biodiversity

- 4.6.80 The protection of the city's designated biodiversity is also incorporated into policies relating to the City Centre, Areas of Major Change, Opportunity Areas, and site specific proposals. Specifically, **Policy 14** takes into account the existing Local Nature Reserve at Bramblefield, and calls for the provision of appropriate ecological mitigation measures, either on, or off-site, if necessary. Also resulting in positive effects is **Policy 15**, which calls for development South of Coldham's Lane to recognise existing sites of local nature conservation importance within and surrounding the site, and where development is proposed, calls for appropriate ecological mitigation measures. **Policy 26** requires biodiversity enhancement, creation of ecological corridors, the retention of hedgerows and, specifically at site GB1 (land north of Wort's Causeway), the policy requires buffer areas at Netherhall Farm Meadow County Wildlife Site to protect and enhance the meadow, and the retention of safe relocation of bat roosts.
- 4.6.81 The spatial strategy for Cambridge notes the importance of the River Cam as a green corridor through the city and sets out criteria to enhance the natural resources and adjacent natural spaces of the river through **Policy 7**, which is likely to lead to positive effects. The water environment is also the focus of **Policy 31**, which notes that development adjacent to a water body should actively seek to enhance it, including in terms of its biodiversity potential. This Policy also calls for any flat roof to be a green or brown roof, potentially boosting biodiversity. Protection for the water environment is also supported by **Policy 54**, which seeks to ensure that residential moorings have no significant negative effect on the ecological value of the River Cam.
- 4.6.82 Several other policies set to be included in the Local Plan could have implications for biodiversity:
- **Policy 29** calls for the adverse environmental effects of renewable and low carbon energy developments to be considered, potentially minimising negative effects for biodiversity.
  - **Policy 55** calls for consideration of the wider context in which development will occur, including natural features, potentially minimising negative effects for biodiversity.
  - **Policy 71** is likely to result in positive effects as it calls for the protection of trees of value, whilst noting that particular consideration should be given to veteran or ancient trees in order to preserve their ecological value.

***Conclusions and recommendations for mitigating negative effects and maximising positive benefits***

- 4.6.83 Taken together, the policies set out in the Local Plan are likely to result in no net loss of biodiversity despite the scale of new development proposed and could lead to positive effects; with significant positive effects in terms of green infrastructure. Of importance is the Plan's focus on directing development into urban areas and

brownfield sites, protecting biodiversity in the wider landscape and designated areas, and encouraging and protecting biodiversity in the built environment. The effect of the policies could be strengthened in some ways; in particular by bringing a greater focus on wider ecological network of the city, including highlighting the potential for achieving multiple benefits through the provision of strategic green infrastructure.

4.6.84 The following recommendations are made:

- Encourage additional focus on prioritising brownfield development
- Increased consideration of the role that new or existing green space can play as part of the wider ecological network of the city, including as green infrastructure (promoting the Cambridgeshire Green Infrastructure Strategy)
- Highlight the need to consider the impacts of noise on wildlife in addition to human health
- Encourage consideration of the wildlife value of gardens
- Ensure that replacement green space is positioned with reference to the city's wider green infrastructure network in order to maximise benefits

#### **Sustainability Theme: Water**

##### ***Sustainability issues***

- Ensure developments implement the highest standards of water efficiency and place no additional pressure on water scarcity in the region;
- Improve the water quality of Cambridge's water courses in line with the Water Framework Directive requirements; and
- Ensure new development takes sewerage infrastructure into account.

##### ***Relevant plan policies:***

- **Section 2: *The spatial strategy*** - **Policy 2** Spatial Strategy for the Location of Employment Development; **Policy 3** Spatial Strategy for the Location of Residential Development; **Policy 6** Hierarchy of Centres and Retail Capacity; **Policy 7** The River Cam
- **Section 3: *City Centre, areas of major change, opportunity areas and site specific proposals*** - **Policy 16** Cambridge Biomedical Campus, including Addenbrooke's hospital
- **Section 4: *Responding to climate change and managing resources*** - **Policy 27** Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use; **Policy 31** Integrated water management and the water cycle; **Policy 32** Flood Risk
- **Section 6: *Maintaining a balanced supply of housing*** - **Policy 54:** Residential Moorings
- **Section 7: *Protecting and enhancing the character of Cambridge*** - **Policy 57** Designing New Buildings

##### ***Appraisal***

- 4.6.85 Cambridge is an area of severe water stress. Adding to this strain on supplies is the higher average per capita use of water in the City (131 litres per person per day in comparison to the national target<sup>137</sup> of 80 litres per person day), which is above recommended levels, although it is noted that the Cambridge average is lower than the national average of water use (150 litres/head/day). In future, under a business as usual scenario, new housing in the city could raise demand for water by over a third. Such demand, plus the wider impacts of development on the water environment, may also lead to declines in the quality of the water in Cambridge. As such, the policies set out in the Local Plan have a key role to play in securing the water supply and environment of the city in future years.
- 4.6.86 The spatial strategy set out in the Local Plan includes policies dictating the amount of development to be expected in the city to 2031. **Policy 2** notes that an additional 12 hectares of employment land are to be brought into use over the Plan period, with **Policy 3** meanwhile requiring the delivery of 14,000 additional dwellings. This level of development may place additional strain on the quality and availability of the city's water resources, both through direct impacts (through abstraction) and indirect impacts (such as pollution).
- 4.6.87 The scale of development proposed, the vulnerability of Cambridge to water stress, and the importance of achieving and maintaining a good quality water environment in the city make the criteria set out in **Policy 27** of particular importance. This policy notes that all development should make use of available opportunities to integrate the principles of sustainable design and construction into the design of proposals. Specifically, in order to prevent exacerbating Cambridge's severe water stress, the policy calls for new homes to achieve consumption levels of 80 litres per capita per day; a level which would be in line with recommended levels of use. In addition, water efficiency in new non-residential development will be required to increase by over half against baseline performance in order to achieve the BREEAM standards outlined. As a result of these criteria **significant positive effects** are predicted. Nonetheless, it is notable that the policy allows for these minimum standards to be bypassed if efficiency measures are not economically or technically viable and so the effectiveness of this policy in addressing water related issues is somewhat dependent on how this proviso is applied. Given that these standards are the minimum to be required and the extent of the area's water stress, it is suggested that this condition should be removed. It is noted that the option of calling for 'water neutrality'<sup>138</sup> has been previously considered and discounted (see discussion in Section 4.3 of this SA Report).

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<sup>137</sup> Set by the Environment Agency

<sup>138</sup> A water neutrality strategy involves a range of measures designed to offset the predicted increase in water that would result from a new development in a business-as-usual scenario. This predicted increase is limited by implementing water efficiency measures for the new buildings. The remaining increase is then be offset by reducing water use in existing buildings. (Source: Environment Agency Briefing Notes [online] available at: [http://www.environment-agency.gov.uk/static/documents/Research/Water\\_Neutrality\\_definition\\_.pdf](http://www.environment-agency.gov.uk/static/documents/Research/Water_Neutrality_definition_.pdf))

- 4.6.88 Another key element of the Local Plan in terms of addressing Cambridge's water issues in the context of development growth is **Policy 31**. The approach set out in this policy calls for water to be re-used where practicable, offsetting potable water demand and that a water sensitive approach is taken to the design of the development. In addition to these supply and demand focused considerations, the policy supports improvements in water quality through its requirement that development adjacent to a water body actively seeks to enhance the water body in terms of its hydromorphology and biodiversity potential.
- 4.6.89 The protection of the city's water bodies is also supported through the approach outlined in **Policy 7** (the River Cam) and **Policy 31** (Integrated Water Management and the Water Cycle). These call for development to, where possible, raise the quality of the river, enhance its natural resources, and where possible bring about re-naturalisation, and so should result in positive effects. Protection for the water environment is also supported by **Policy 54**. This policy focuses on residential moorings and looks to ensure that such moorings have no significant negative effect on the ecological value of the River Cam.
- 4.6.90 The approach set out in **Policy 32**, which focuses on flood risk, requires that all foul and surface water flows from new development are discharged to locations that have the capacity to receive them. There is however the potential for such discharges to result in the pollution of watercourses, with negative implications for water quality. This policy could therefore be strengthened by referencing the potential for pollution from run-off to be minimised through SUDS design (given that SUDS can reduce pollution by trapping and breaking down pollutants before they enter the watercourse). However, it is noted that the integration of SUDs into the design of all new development is an integral element of **Policy 31**.
- 4.6.91 Several other policies set to be included in the Local Plan could have implications for water:
- **Policy 16** notes that the existing watercourse in the Cambridge Biomedical Campus area is to be retained and integrated by new development, with likely positive effects.
  - **Policy 57** is likely to have positive implications as it calls for design measures to reduce the environmental impact of new buildings.

***Conclusions and recommendations for mitigating negative effects and maximising positive effects***

- 4.6.92 Given that Cambridge is poised to see large amounts of growth, particularly in terms of residential development, it is important that the Plan pays close regard to preserving water supply and quality in the city. On the whole, it is successful in this regard, incorporating strong requirements on new development to incorporate water efficiency measures and to adopt a water sensitive approach; plus where possible protect or improve the quality of Cambridge's water courses. The approach outlined could however be strengthened through the removal of the technical and

economic viability considerations that are currently attached to the Plan's minimum water efficiency targets and the pursuit of water neutrality wherever possible.

4.6.93 The following recommendations are made:

- Strengthen the call for increased water efficiency in new development by removing the conditions relating to technical and economic viability
- Encourage flood risk management in new development to take into account the role SuDS can play in reducing the pollution of watercourses.

### **Sustainability Theme: Community and Wellbeing**

#### ***Sustainability issues***

- Arrest the trend in increased deprivation particularly within wards to the north and east of Cambridge;
- Improve the health and well-being of Cambridge residents and reduce inequalities in health particularly in the north and east of Cambridge;
- Reduce inequalities in the educational achievement level of economically active adults and develop the opportunities for everyone to acquire the skills needed to find and remain in work;
- Capitalise on the ethnic diversity of the city and its contribution to vibrant and inclusive communities;
- Protect and enhance community, leisure and open space provision, particularly in wards anticipated to experience significant population growth including Trumpington, Castle and Abbey;
- Ensure the timely provision of primary and secondary education in the locations where it is needed;
- Increase delivery of affordable and intermediate housing, in particular one and two bedroom homes;
- Ensure that the design and size of new homes meet the needs of the existing and future population, including the elderly, disabled people and those in poor health; and
- Improve air quality in and around the Cambridge City Centre AQMA and along routes to the City including the A14.

#### ***Relevant plan policies***

- **Section 2: The spatial strategy** - **Policy 3** Spatial Strategy for the Location of Residential Development; **Policy 5** Strategic Transport Infrastructure; **Policy 7** The River Cam; **Policy 8** Setting of the City
- **Section 3: City Centre, areas of major change, opportunity areas and site specific proposals** - **Policy 9** The City Centre; **Policy 10** Development in the City Centre Primary Shopping Area; **Policy 11** Fitzroy / Burleigh Street/Grafton Area of Major Change; **Policy 13** Areas of Major Change and Opportunity Areas – General Principles; **Policy 12** Cambridge East; **Policy 15** South of Coldham's Lane; **Policy 16** Cambridge Biomedical Campus and Addenbrooke's Hospital; **Policy 17** Southern Fringe and Areas of Major Change; **Policy 18** (West Cambridge Area of

Major Change); **Policy 19** NIAB 1 Area of Major Change; **Policy 20** Station Area West and Clifton Road Areas of Major Change; **Policy 21** Mitcham's Corner Opportunity Area; **Policy 23**: Mill Road Opportunity Area; **Policy 26** Site Specific Development Opportunities

- **Section 4: Responding to climate change and managing resources** - **Policy 27**: Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use ; **Policy 29** Renewable and Low Carbon Energy Generation; **Policy 30** Energy Efficiency Improvements in Existing Dwellings; **Policy 33** Contaminated Land; **Policy 34** Light Pollution Control; **Policy 35** Protection of Human Health From Noise and Vibration; **Policy 36** Air Quality, Odour and Dust
- **Section 5: Supporting the Cambridge Economy** - **Policy 44** Specialist Colleges and Language Schools
- **Section 6: Maintaining a balanced supply of housing** - **Policy 45** Affordable Housing and Dwelling Mix; **Policy 46** Development of Student Housing; **Policy 47** Specialist Housing; **Policy 48** Housing in Multiple Occupation; **Policy 49** Gypsies and Travellers; **Policy 50** Residential Space Standards; **Policy 51** Lifetime Homes and Lifetime Neighbourhoods; **Policy 52** Protecting Garden Land and the Subdivision of Existing Dwelling Plots; **Policy 53** Flat Conversions; **Policy 54** Residential Moorings
- **Section 7: Protecting and enhancing the character of Cambridge** - **Policy 56** Creating Successful Places; **Policy 57** Designing New Buildings; **Policy 59** Designing Landscape and the Public Realm; **Policy 67** Protection of open space; **Policy 68** Open Space and Recreation Provision Through New Development
- **Section 8: Services and local facilities** - **Policy 72** Development and Change of Use in District, Local and Neighbourhood Centres; **Policy 73** Community and Leisure Facilities; **Policy 74** Education facilities; **Policy 75** Healthcare facilities; **Policy 76** Protection of Public Houses
- **Section 9: Providing the infrastructure to support development** - **Policy 80** Supporting Sustainable Access to Development; **Policy 81** Mitigating the Transport Impact of Development; **Policy 82** Parking Management; **Policy 83** Aviation Development; **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

### ***Appraisal***

- 4.6.94 Cambridge is a prosperous city with a highly qualified population. However, areas of deprivation persist and a significant proportion of the population have no qualifications. Access to housing is an acute problem for many, with steep average wage to house price ratios affecting the ability of those who work in the city to live there. House affordability trends are likely to continue in the future given the large increase in the city's population expected by 2031.
- 4.6.95 The policies set out in the Local Plan are therefore likely to have important implications for community and wellbeing in the city given the potential for development to both relieve these pressures (for example, through increasing

housing) and exacerbate existing issues (for example, through a higher local population placing greater demand on community facilities).

- 4.6.96 A key provision of the Local Plan is the housing target set out in **Policy 3** of the spatial strategy. This calls for the delivery of no less than 14,000 additional dwellings in the city by 2031.
- 4.6.97 The consideration of alternatives during the Interim SA<sup>139</sup> stage suggested that a higher quantum of housing could be pursued (up to 21,000 homes – Option 3) whilst still promoting sustainable development. Subsequently the Council has determined a housing target of 14,000 homes<sup>140</sup> which is in line with Option 2 considered as part of the Interim SA. The Interim SA said of Option 2 *“overall this represents a more balanced approach to development than Option 1. He identified need for greater housing, including affordable housing, is met to a greater extent, while new development on the Green Belt is minimal. However, despite the increased provision of housing under this Option, there will still be a significant shortfall of affordable houses, which will impact on the levels of deprivation within Cambridge...Given that this Option requires the release of land from the Green Belt, the impact on the landscape and townscape and biodiversity is assessed to be negative”*. Since the objectively assessed housing need in Cambridge has been demonstrated through the Strategic Housing Market Assessment to be 14,000 homes, the Council’s preferred option can be said to meet identified need (without leading to significant release of Green Belt so avoiding many landscape, townscape and biodiversity impacts) and, as such, would lead to **significant positive effects** in terms of ensuring housing delivery.
- 4.6.98 The proportion of affordable housing to be delivered by 2031 is the focus of **Policy 45**. A graduated approach to the percentage of affordable housing required from new residential developments is adopted by the policy, with this being based upon what is considered to be viable for most schemes of particular sizes in the city. Through this approach, developments of between 2 and 9 units will be required to provide a minimum of 10% affordable housing, developments between 10 and 14 units are to provide a minimum of 25% affordable housing, and developments of 15 or more units will need to provide a minimum of 40% affordable housing. This represents an improvement on the affordable housing policy contained within the Cambridge Local Plan 2006, which only applies to sites of 15 or more dwellings. As such the policy should lead to **positive effects** in relation to community and wellbeing, representing an improvement on the current situation in which many smaller sites make no contribution towards affordable housing provision. The possibility of setting a higher policy requirement (50% on sites of 15 or more dwellings) was considered as part of viability assessment<sup>141</sup>, but this would not be

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<sup>139</sup> URS (2012). The Cambridge Local Plan: Interim SA Report [online] available at: <https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/docs/local-plan-review-sustainability-apraisal.pdf> (accessed May 2013)

<sup>140</sup> Cambridge City Council (2013) Strategic Housing Market Assessment – to be published

<sup>141</sup> The potential impacts of this policy on viability have been taken into account in a suite of viability documents produced on behalf of the Council. These are the Cambridge City Council Local Plan – Community

considered viable. The Local Plan considers the accommodation needs of the Gypsy and Traveller population in **Policy 49**; which notes that provision is to be made for at least one permanent pitch for Gypsies and Travellers between 2011 and 2031. This figure is in line with the findings of the 2011 Cambridge sub-Regional GTANA<sup>142</sup> which found that a new pitch would be required to address the demand created by newly forming families and so should result in positive effects. The criteria outlined are based on previous national guidance, and good practice guidance along with the current requirements sets out in the National Planning Policy Framework. This policy can be used to guide the location of permanent, transit and emergency stopping provision for Gypsy and Traveller sites in Cambridge, in order to support the health and wellbeing of gypsies and travellers.

- 4.6.99 The high level approach set out in the vision and strategy for Cambridge is supplemented by policies and proposals that seek to promote and manage change in key areas of the city and on specific sites. In terms of these areas of change **Policy 13** sets out a series of general principles. It notes that development should seek to protect existing public assets, including open space and leisure facilities, and that where the loss of such assets is unavoidable appropriate mitigation is undertaken to offset the loss. In addition, the policy states that planning obligations are to be used as a mechanism to gain contributions towards affordable housing, recreation and open space, education and lifelong learning, community facilities, and public art. These measures appear likely to result in a number of gains for community and wellbeing in these key areas, potentially with **significant positive effects**.
- 4.6.100 A key area of major change over the plan period will be Cambridge City Centre. **Policy 9** states that this area will be the primary focus of development that addresses retail, leisure, cultural, and other needs appropriate to its role as a multi-functional regional centre. The Policy notes that new development should add to the vitality of the Centre, but could be strengthened through the inclusion of criteria calling for such development to take into account and address the needs of the community. Also of importance in this area is **Policy 10**, which looks to promote community facilities in this key area (in upper floors) and protect existing assets (such as arts and crafts market), so likely resulting in positive effects.
- 4.6.101 A large number of policies set out to provide guidance to developers in areas of major change which may have positive effects on community and wellbeing. These include **Policies 17** and **19** (the provision of community facilities, education facilities, local shopping and services, and open space and recreation); **Policy 11** (expansion or redevelopment of retail or leisure uses); **Policy 15** (establishment of recreation and commercial uses); **Policy 18** (provision of community facilities and

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Infrastructure Levy Viability Assessment; the Cambridge City Council Local Plan - SHLAA and Potential Site Allocations High Level Viability Assessment; and the Cambridge City Council Local Plan – Student Housing Affordable Housing Study and the Small Sites Affordable Housing Viability Study.

<sup>142</sup> Cambridgeshire County Council Research Group (2011) Cambridge sub-Regional Gypsy and Traveller Accommodation Needs Assessment [online] available at <http://www.peterborough.gov.uk/pdf/env-plan-evibase%202011%20GTANA.pdf> (accessed 05/2013)

amenities); **Policy 20** (principal land uses to include open spaces and community uses); **Policy 21** (shops and services); and **Policy 23** (development of arts and cultural facilities). **Policy 26** details a list of site specific development opportunities considered suitable for residential, residential moorings, employment, university use or mixed use which should lead to positive effects on community and wellbeing through providing housing, leisure, retail and employment opportunities.

- 4.6.102 The provisions and protection of important community facilities is a focus of a number of more wide-ranging policies. **Policy 85** is vital with regards to provision of such facilities. It states that new development must be supported by required infrastructure and, where existing infrastructure will be placed under strain due to the impact of new development, improvements to existing infrastructure or compensatory provision should be made. These measures should help to ensure that there is no reduction in the city's overall provision of community related infrastructure. In addition, the policy makes clear that planning obligations and/or future CIL money could be used to provide key community infrastructure. As a result, this policy is predicted to result in **significant positive effects**.
- 4.6.103 The open space of the city is valuable to the health and wellbeing of its residents. The protection of such space is therefore an important consideration and one that is addressed by **Policy 67** which states that development proposals will not be permitted which would harm the character of, or lead to the loss of, open space of recreational importance unless it can be satisfactorily replaced. In addition to these protective measures, **Policy 68** calls for all residential development proposals to contribute to the provision of open space and recreation facilities on-site, with this provision to address local deficiencies where possible. The focus on both protection and provision set out through these policies should result in **significant positive effects** given the additional demand that is likely to be placed on these spaces through development and a growing population, plus the need to improve health outcomes through increased physical activity.
- 4.6.104 Also likely to lead to **significant positive effects** is **Policy 73**, which notes that new or enhanced community or leisure facilities are to be permitted where appropriate. The policy should have the effect of ensuring that facilities come forwards in areas of deficiency and, hence, should help to ensure that high quality facilities are 'accessible'. In addition, this policy sets out criteria relating to the loss of facilities. These state that the loss of a facility or site last in use as a community facility or leisure facility will be permitted only if it can be suitably replaced or relocated, or is no longer needed; so providing a high degree of protection.
- 4.6.105 The establishment of new educational facilities is the focus of **Policy 74**. It notes that proposals for new or enhanced education facilities will be permitted where the scale, range, quality and accessibility of education facilities are improved, whilst also suggesting that developers should engage with the Children's Services Authority at the earliest opportunity. These measures should help to ensure that appropriate education provision is secured with positive effects. However, given the importance of such facilities to community and wellbeing, it is suggested that

this policy could be strengthened by including specific reference to their protection from re-development (in a way that supplements Policy 73).

- 4.6.106 The approach set out in **Policy 75** looks to ensure that new or enhanced healthcare facilities are permitted when they improve the scale, range, quality and accessibility of provision; they are located in the area they are expected to serve; and where possible and appropriate they are co-located with complementary services. This should help to guarantee the creation of health infrastructure that benefits all members of local communities, resulting in positive effects. However, given the importance of such facilities to community and wellbeing, it is suggested that this policy could be strengthened by including specific reference to their protection from re-development (in a way that supplements Policy 73).
- 4.6.107 The health impacts of development form the focus of a number of policies within the Local Plan. These include **Policy 35** which states that development will be permitted only where it is demonstrated that it will not lead to significant adverse effects, including cumulative effects, on health and amenity from noise and vibration. This measure is expected to have positive effects in terms of health and wellbeing. Also likely to lead to positive effects in this manner are **Policy 12** which calls for residential proposals in Cambridge East to demonstrate that any environmental and health impacts (including noise) from the airport can be acceptably mitigated for residents of new development, and **Policy 83**, which notes that aviation development at Cambridge Airport will only be supported where it will not have a significant adverse impact on residential amenity.
- 4.6.108 The protection of health is also a concern of **Policy 36** which states that development will be permitted only where it can be demonstrated that it does not lead to significant adverse effects on health or amenity from polluting or malodorous odour emissions, or from dust or smoke emissions to air. The Policy also specifically looks to prevent adverse effects on air quality in AQMAs or the creation of new ones; plus the prevention of adverse effects on human health as a result of development within AQMAs. The prevention of pollution forms an element of the strategic approach to transport infrastructure set out in **Policy 5**. This seeks to ensure that pressure on the AQMA in the City Centre is eased through reduced transport emissions and promotes access by sustainable transport to facilities across Cambridge. These policies could potentially result in **significant positive effects** in terms of health and wellbeing given the poor air quality to be found in areas of the city.
- 4.6.109 Mitigating the transport impact of new development in the city is the focus of **Policy 81**. This policy notes that development will only be permitted where the impact on transport networks is shown to be acceptable, including transport assessments where appropriate, and calls for Travel Plans to be produced for major developments. This should help to ensure that the impacts of transport on determinants of wellbeing (such as air quality) are addressed, whilst also supporting a shift to sustainable transport modes with its associated benefits (such as increased walking and cycling). Promoting the positive benefits of this approach

are **Policy 80**, which will allow development where it demonstrates that prioritisation of access is by walking, cycling and public transport; and **Policy 82** which looks to allow car free and car capped development where appropriate, to ensure a minimum level of cycle parking, and to limit car parking levels.

- 4.6.110 Considerations of impacts upon air quality is an element of **Policy 29**, which is looks to ensure that proposals for renewable and low-carbon energy generation do not result in negative effects; particularly within or close to AQMAs or where air pollution levels are approaching EU Limit Values. This is likely to lead to positive effects in terms of health and wellbeing. In addition, the policy calls for the noise related impacts of such developments to be addressed.
- 4.6.111 Another important aspect of the shift to a low carbon future is improvements in energy efficiency. This matter is addressed by **Policy 27** and **Policy 30**. The former policy sets out standards for new development, with residential properties to achieve a minimum of level 4 of the Code for Sustainable Homes by 2014. Meanwhile, **Policy 30** focuses on improving energy efficiency where applications are made for extensions and conversions to residential properties. Collectively these policies should help to lower running costs and reduce fuel poverty, resulting in benefits in terms of community and wellbeing.
- 4.6.112 The achievement of high standards of construction in residential development more generally is the focus of **Policy 50**. This states that new residential developments are only to be permitted where they provide reasonable living conditions, including in terms of room sizes and direct access to an area of private amenity space. This is likely to lead to positive effects and is further supported by **Policy 51**, which notes that all housing development should adopt the Lifetime Homes Standard and that a percentage of homes should meet the Wheelchair Housing Design Standard; and **Policy 47** which calls for housing for people with specific housing needs (such as the elderly and disabled) to be suitable for the intended occupiers, plus accessible to local shops, services, public transport and community facilities. These latter policies are likely to be particularly important for sectors of Cambridge's population and so may lead to **significant positive effects**.
- 4.6.113 Another aspect of community wellbeing which can be a focus of design is the issue of crime. This matter is addressed through **Policy 56** which calls for new development to be designed to remove the threat, or perceived threat, of crime and improve community safety. This is likely to result in positive effects, as is the policy's focus on new developments meeting the principles of inclusive design, in particular for those with disabilities, the elderly and those with young children. **Policy 34** also has implications for crime, stating that proposals which incorporate new external lighting, or changes to existing external lighting, should utilise the bare minimum required; balancing concerns over public safety, crime and residential amenity (in terms of light pollution). This balancing of considerations is likely to result in positive effects.

4.6.114 Several other policies set to be included in the Local Plan could have implications for community and wellbeing:

- **Policy 7** is likely to lead to positive effects as it seeks to where possible raise the quality of open spaces adjacent to the River Cam.
- **Policy 8** promotes access to the countryside or open space from development on the urban edge and calls for landscape improvements, with likely positive effects.
- **Policy 16** states that development proposals at the Cambridge Biomedical Campus will be approved where it can be demonstrated that such proposals are required to meet local, regional or national health care needs, likely leading to positive effects.
- **Policy 33** is likely to result in positive effects as it focuses on ensuring that contaminated land does not result in adverse health impacts.
- **Policy 44** will not permit the development of specialist language schools unless they provide residential accommodation and social and amenity facilities, for all non-local students, with likely positive effects.
- **Policy 46** only permits student housing where it is provided for students attending full-time courses of an academic year or longer and meets identified needs of an existing educational institution. Development would not be allowed to result in the loss of existing marketing or affordable housing and the loss of student housing would also be resisted, likely leading to positive effects.
- **Policy 48** states that proposals for large houses in multiple occupation must not harm residential amenity and must be accessible to local services, likely leading to positive effects.
- **Policy 52** notes that development on part of a garden or group of gardens will only be permitted where amenity and privacy is appropriately protected and so is likely to result in positive effects, although the need for residential accommodation should be balanced against the environmental impacts.
- **Policy 53** will allow flat conversions only where there will be a good standard of amenity for its occupiers and negative impacts on neighbouring properties are avoided, likely resulting in positive effects.
- **Policy 54** states that residential moorings will be permitted where close to existing services and amenities and where there is no significant negative effect on local amenity, so likely leading to positive effects.
- **Policy 57** may lead to positive effects as it will support new buildings only where they are convenient, safe and accessible for all users.
- **Policy 59** calls for design of landscape and the public realm which considers the needs of all users and adopts the principles of inclusive design and so is likely to lead to positive effects.
- **Policy 72** notes that development and change of use in district, local and neighbourhood centres must not give rise to a detrimental effect on the amenity of the area, with likely positive effects.
- **Policy 76** is likely to lead to positive effects as it seeks to ensure that public houses are only lost when a site is no longer needed within the community as a public house, or as another form of community facility.

### ***Conclusions and recommendations for mitigating negative effects and maximising positive effects***

4.6.115 Cambridge is an area facing significant changes in the future, and so development over the plan period must be capable of addressing the new and expanding demands that will be placed on the city and its infrastructure if current levels of community and wellbeing are to be maintained and improved. On the whole the plan is successful in this regard, with a number of policies addressing the protection of existing community facilities, although some policies could be strengthened in this respect; and the provision of new facilities to address emerging needs, including the securing of finances where appropriate. One of the most significant issues facing the city today and in future is that of housing, and the plan meets the identified housing need as set out in the SHMA<sup>143</sup> and as such should lead to **significant positive effects**.

4.6.116 The following recommendations are made:

- Policy could perhaps go further in terms of explicitly requiring that development proposals in the City Centre take into account and reflect identified needs associated with the local community.
- Include criteria setting out conditions that would apply should development result in the loss of educational and healthcare facilities.
- Broaden considerations of the impact of renewable and low-carbon energy generation to include all forms of energy infrastructure.
- Make explicit the need to consider the potential health impacts of aviation development at Cambridge Airport.

#### **Functional Area: City Centre**

##### ***Relevant sustainability objectives:***

- Ensure the centre capitalises on the opportunities from growing business sectors;
- Maintain and improve the quality of the centre as a place to live, work and spend leisure time, while ensuring a safe and welcoming environment; and
- Ensure opportunities to reduce energy demand through renewable and low carbon technologies are maximised.

##### ***Relevant plan policies:***

4.6.117 Whilst all policies included in the plan will apply to this functional area to some extent, the following have particular relevance given the opportunities, issues, and constraints specific to this area of the city.

- **Section 2: The spatial strategy** - **Policy 5** Strategic Transport Infrastructure; **Policy 6** Hierarchy of Centres and Meeting Retail Need; **Policy 7** The River Cam
- **Section 3: City Centre, areas of major change, opportunity areas and site specific proposals** - **Policy 9** The City Centre; **Policy 10** Development in the City

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<sup>143</sup> Cambridge City Council (2013) Strategic Housing Market Assessment – to be published.

Centre Primary Shopping Area; **Policy 11** Fitzroy / Burleigh Street/ Grafton Area of Major Change; Policy 13 Areas of Major Change and Opportunity Areas – General Principles; **Policy 22** Eastern Gate Opportunity Area; **Policy 23** Mill Road Opportunity Area; **Policy 24** Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area; **Policy 25** Old Press/Mill Lane Opportunity Area

- **Section 4: Responding to climate change and managing resources - Policy 27** Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use; **Policy 29** Renewable and Low Carbon Energy Generation; **Policy 36** Air Quality, Odour and Dust
- **Section 5: Supporting the Cambridge economy - Policy 40** Development and Expansion of Business Space; **Policy 43** University Faculty Development;
- **Section 7: Protecting and enhancing the character of Cambridge - Policy 55** Responding to Context; Policy 60 Tall Buildings and the Skyline in Cambridge; **Policy 61** Conservation and Enhancement of Cambridge’s Historic Environment
- **Section 8: Services and local facilities - Policy 73** Community and leisure facilities; **Policy 77** Development and Expansion of Hotels; **Policy 78** Redevelopment or Loss of Hotels; **Policy 79** Visitor Attractions

### ***Appraisal***

- 4.6.118 Cambridge City Centre is both historic yet modern, supporting a world famous university and a growing service and high tech economy. It is also a regional shopping destination and benefits from a high quality civic environment and open space provision. However, the centre faces a number of challenges and opportunities as a result of economic growth and an increasing and changing population.
- 4.6.119 These challenges and opportunities include increased demand for City Centre office space; the need for improvement to retail and service offerings; and increased pressures on maintaining the high quality public realm resulting from rising resident and visitor numbers. There is also the need to improve connectivity between the city centre and key employment sites, and to take advantage of the opportunities for District Heating that the area presents.
- 4.6.120 The importance of the City Centre and the pressures it faces is the focus of **Policy 9**. This policy notes that Cambridge City Centre will be the primary focus for developments attracting a large number of people and for meeting retail, leisure, cultural and other needs; including the establishment of a suitable mix of uses. In addition to focusing such developments in the centre, the policy also recognises the need for protection and enhancement of historic assets, green spaces, and the public realm, in order that the impacts of development are appropriately mitigated and the benefits captured. As a result of this balanced approach to growing business sectors and maintaining the quality of the centre, **significant positive effects** are predicted.

- 4.6.121 Cambridge's key economic position as a regional centre is addressed by **Policy 6**, which states that retail and other main town centre uses are directed to the centres in line with the sequential approach set out in the NPPF. Any retail developments proposed outside these centres will be subject to a retail impact assessment if greater than 2,500m<sup>2</sup> or below this level where a proposal could have a cumulative impact or an impact on the role or health of nearby centres. In addition, the policy notes that a capacity for 14,141m<sup>2</sup> net of comparison retail floorspace to 2022 has been identified. This is to be met by following a 'City Centre First' approach. Directing retail development and other appropriate uses to the centre may result in **significant positive effects** through its support of the area's economy. The policy's supporting text could be strengthened to explain how monitoring of retail and leisure capacity will be managed in the period beyond 2022 through stating that it is likely that the retail and leisure study will need to be updated during the plan period.
- 4.6.122 In terms of the economy of the city as a whole **Policy 40** notes that demand for offices space has contracted to the City Centre, where there is now strong demand for such premises. As a result, the policy is to encourage suitable new offices, research and development and research facilities to come forward in the city centre. This should ensure that such development comes forward where it is most required, so supporting the City Centre and wider city economies with positive effects.
- 4.6.123 Another key driver of the local economy is the city's universities. These key facilities are the focus of **Policy 40**, which states that development or redevelopment of university related faculty, research and administrative sites will be supported in the City Centre. In addition, this policy calls for development to take advantage of opportunities to improve circulation for pedestrians and cyclists, together with public realm improvements; in turn helping to protect and enhance the locale in addition to supporting the economy of the area. With this being the case, positive effects are predicted. It is also noted that the allocation of two sites in the City Centre for university uses may help to create and maintain profitable relationships between businesses and academic researchers.
- 4.6.124 In terms of the retail growth that is to occur in the city centre, **Policy 10** indicates that A1 uses will be supported. It also indicates that proposals for other 'A Class', leisure and tourism uses which are suitable in a centre will be supported were they complement the retail function of the area. The policy also seeks to protect retail uses in the primary and secondary frontages. This includes criteria stating that the loss of centre uses at ground floor level to non-centre uses within primary and secondary frontages will not be permitted, unless it can be demonstrated that the use is no longer viable. These measures to encourage and protect such uses are likely to produce positive effects in terms of the local economy. In addition, the policy will support a mix of uses, including residential and community facilities on upper floors, whilst also protecting and promoting the two outdoor markets. Together these measures should help to ensure **significant positive effects** in terms of the local economy and the quality of the centre.

- 4.6.125 A particular focus for the development of additional comparison retail in the City Centre, along with other mixed uses, will be the Fitzroy/Burleigh Street/Grafton Area of Major Change. Specific guidance for development in this area will be provided through **Policy 11**. This policy notes that the precise quantum of development to take place in the area is to be subject to testing and demonstration through the development of a masterplan. This should help to provide flexibility to developers whilst ensuring that an optimum outcome is achieved. In addition, the policy calls for townscape and public realm improvements and a focus on providing access by sustainable modes of transport which should result in wider benefits. Given the varying quality of shops and the public realm in this area currently, this policy approach should result in positive effects.
- 4.6.126 Transport and public realm improvements are an important element of the changes proposed for the Eastern Gate Opportunity Area through **Policy 22**. The quality and character of the area has suffered as a result of unsympathetic development in the 1970s. To address these issues the policy calls for development proposals to realise the potential of underused spaces and to deliver a series of co-ordinated streetscape and public realm improvements. Key projects include the provision of pedestrian/cycle crossings and continuous cycle lanes at Newmarket Road and East Road. These measures should result in positive effects for the area. Nonetheless, the policy could be strengthened by adding a requirement for development proposals in the area to prioritise sustainable forms of transport more generally (e.g. wording in **Policy 24**: *'promote and co-ordinate the use of sustainable transport modes'*).
- 4.6.127 Another area of the City Centre requiring improvements to transport and the public realm is the Cambridge Railway Station, Hills Road Corridor. Streets and junctions within the area are congested with traffic and pedestrians experiencing a poor quality public realm. Given these issues, **Policy 24** calls for development in this area which results in an improved, high quality green link connecting the City Centre to the station, including a pedestrian and cycle route. This should result in positive effects in terms of accessibility, and wider benefits in terms of an improved environment. This policy could however be improved by making explicit the need for improvements to the environment for cyclists as an element of the coordinated streetscape and public realm improvements that development proposals are to deliver (e.g. wording from **Policy 25**: *'create safer streets with priority for pedestrians and cyclists'*).
- 4.6.128 In the historic core of the city is the Old Press/Mill Lane Opportunity Area. This area is the subject of **Policy 25**, which notes that as the University of Cambridge is interested in relocating some of its activities away from the site this presents a number of opportunities. The policy recognises that these include the chance for new development to enhance the public realm and the setting of heritage assets; address existing conflicts between vehicles and pedestrians; and reuse and redevelop buildings for a range of land uses. A focus on both preserving and enhancing the special historic character of this area, and achieving complementary

and compatible land uses should result in positive effects. In addition, the policy is strong in terms of its support for sustainable transport, calling for a minimisation of non-essential car parking; the provision of high quality, well designed areas of cycle parking; and the creation of safer streets with priority for pedestrians and cyclists; with further positive effects.

- 4.6.129 The historic assets of the City Centre are likely to be further protected through the provisions of **Policy 55**. This policy states that development will be supported where it is demonstrated that it responds positively to its context, including features of natural, historic or local importance. Further protection is likely to be provided by **Policy 61**, which sets out to conserve or enhance the significance of the heritage assets of the city, and to retain buildings and spaces whose loss would cause harm to the character of a conservation area. These policies should help to ensure that the historic core of the City Centre is protected from development that is unsuitable, thus resulting in a range of social and economic benefits, and **significant positive effects**.
- 4.6.130 The Council's appraisal of the city's historic core<sup>144</sup> found that large parts of the River Cam corridor are of very high significance. This significance is likely to be protected and enhanced through **Policy 7**, which calls for development proposals along the corridor to enhance the unique physical, natural and culturally distinctive landscape of the River Cam and take account of and support as appropriate the tourism and recreational facilities in the corridor. This should help to protect this key feature of the historic and natural landscape of the City Centre, whilst supporting growth in tourism and so the local economy, thus resulting in positive effects.
- 4.6.131 Also likely to be important to tourism growth, and so to the economy of the city centre, are the criteria set out in **Policy 77** and **Policy 78**. The former will focus the proposals for the development and expansion of hotels in the centre; the latter meanwhile looks to prevent development which would result in the loss of existing hotels and guest houses within the city centre unless they are no longer viable. Further support to tourism is provided through **Policy 79**, which balances making the most of opportunities for growth with the protection of the centre's unique environment and key infrastructure. It does so by calling for proposals for new visitor attractions within the centre to complement the existing cultural heritage of the city, to assist the diversification of the offer, and to have good public transport accessibility. Given the importance of tourism to the Cambridge economy, and the impacts that such activity could potentially have on the centre, these policies are likely to collectively result in **significant positive effects**.
- 4.6.132 The increased amount of development likely to come forward over the plan period could lead to impacts on air quality. This is likely to be of particular importance in the city centre given the poor air quality in much of this area. For instance, all of the individual development sites proposed for the city centre are within or adjacent

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<sup>144</sup> Cambridge City Council (2006) Historic Core Appraisal [online] Available from: <https://www.cambridge.gov.uk/historic-core-appraisal>

to an AQMA. Of these sites, all could have an adverse effect on air quality, with one of these sites potentially resulting in a significant adverse effect (the New Museums Site). This could potentially result in negative effects on human health. However, protection against such adverse effects is likely to be provided by **Policy 36** which looks to prevent adverse effects on air quality in AQMAs, and the creation of a new one; plus the prevention of adverse effects on human health as a result of development within AQMAs. As a result, this policy may lead to **significant positive effects**.

- 4.6.133 The prevention of pollution forms an element of the strategic approach to transport infrastructure set out in the **Policy 5**. This seeks to ensure that pressure on the AQMA in the city centre is eased through reduced transport emissions and promotes access by sustainable transport to facilities across Cambridge. The promotion of access is likely to be important for community life also, as distance from a train station tends to be high for many of the individual sites brought forward (excluding those on Hills Road), as the train station is at the edge of the city centre area. This policy could therefore result in **significant positive effects**.
- 4.6.134 Another aspect of environmental protection that is likely to be important in the City Centre area is that of climate change mitigation. This is due to the identified potential opportunity for district heating in central Cambridge. The approach outlined in **Policy 27** should help to ensure that this opportunity is taken, by calling for major development proposals within the Strategic District Heating Area to connect to existing heat networks or networks under construction, where possible. The policy will also be supportive of the future proofing of developments so that they are capable of connecting to future heat networks. As such, this policy is considered likely to result in **significant positive effects**. This approach could however be strengthened by stating more clearly which development will be considered to be 'major' and by adjusting the wording of the policy to make clear that it will only be relaxed where the establishment of a connection 'significantly' impacts on the viability of a scheme.
- 4.6.135 Several other policies set to be included in the Local Plan could have implications for the City Centre:
- **Policy 13** notes that development should be of higher densities in the city centre, so likely resulting in positive economic effects.
  - **Policy 73** should lead to positive effects on the economy as it will permit enhanced community or leisure facilities only if they do not have a negative impact upon the vitality and viability of the City Centre, including its evening economy.
  - **Policy 60** looks to protect the city's heritage assets from the impacts that tall buildings may have, with positive implications given the concentration of such assets in the City Centre's historic core.

***Conclusions and recommendations for mitigating negative effects and maximising positive effects***

4.6.136 The policies set out to address development in the City Centre area, or that may have an effect on it through their general provisions, are on the whole likely to result in positive effects. This is as a result of a balancing of both the need to grow the local economy to take full advantage of the opportunities presented, and the need to protect and enhance the centre's assets, community, and infrastructure from the impacts of development and future demographic and economic change. The policies for the Opportunity Areas could however be improved by making stronger reference to the need for a built environment that prioritises sustainable means of transport and provides appropriate supporting infrastructure, with this being of particular importance given the poor air quality in the City Centre.

4.6.137 The following recommendations are made:

- The supporting text for Policy 6 could be strengthened to explain how monitoring of retail and leisure capacity will be managed in the period beyond 2022;
- Provide details on how the economic impacts of site allocations that result in the loss of employment space will be identified and addressed;
- Make explicit the need to create a safer and improved environment for cyclists in a number of the centre's Opportunity Areas;
- Call of development proposals in a number of the centre's Opportunity Areas to promote and prioritise the use of sustainable forms of transport; and
- Ensure that 'major' development in the Strategic Heating area is defined and that conditions are only relaxed where there is a 'significant' impact on viability.

#### **Functional Area: North Cambridge**

##### ***Relevant sustainability objectives:***

- Address deprivation across quite expansive areas of the city's northern and north-eastern extents;
- Address flood risk issues;
- Capitalise on opportunities to encourage use of public transport and walking/cycling (including to access the Cambridge Science Park);
- Increase access to high quality open space, particularly within Arbury;
- Support the achievement of identified priorities within the Chesterton / Ferry Lane and De Freville Conservation Areas;
- Encourage high quality design and improve the quality of the public realm within some areas; and
- Develop a co-ordinated policy with South Cambridgeshire District Council for the development of Northern Fringe East.

##### ***Relevant plan policies:***

4.6.138 Whilst all policies included in the plan will apply to this functional area to some extent, the following have particular relevance given the opportunities, issues, and constraints specific to this area of the city.

- **Section 2: *The spatial strategy*** - **Policy 2** Spatial Strategy for the Location of Employment Development; **Policy 3** Spatial Strategy for the Location of Residential Development
- **Section 3: *City Centre, areas of major change, opportunity areas and site specific proposals*** - **Policy 13** Areas of Major Change and Opportunity Areas – General Principles; **Policy 14** Northern Fringe East and Land Surrounding Cambridge Science Park; **Policy 21** Mitcham’s Corner Opportunity Area; **Policy 26** Site Specific Development Opportunities
- **Section 4: *Responding to climate change and managing resources*** - **Policy 31** Integrated water management and the water cycle; **Policy 32** Flood Risk
- **Section 5: *Supporting the Cambridge economy*** - **Policy 40** Development and Expansion of Business Space; **Policy 41** Protection of Business Space
- **Section 6: *Maintaining a balanced supply of housing*** - **Policy 52** Protecting Garden Land and the Subdivision of Existing Dwelling Plots
- **Section 7: *Protecting and enhancing the character of Cambridge*** - **Policy 55** Responding to Context; **Policy 56** Creating Successful Places; **Policy 59** Designing Landscape and the Public Realm; **Policy 61** Conservation and Enhancement of Cambridge’s Historic Environment; **Policy 66** Paving over front gardens; **Policy 67** Protection of Open Space; **Policy 68** Open Space and Recreation Provision Through New Development
- **Section 9: *Providing the infrastructure to support development*** - **Policy 80** Supporting Sustainable Access to Development); **Policy 81** Mitigating the Transport Impact of Development; **Policy 82** Parking Management; **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

### ***Appraisal***

- 4.6.139 The North Cambridge Functional Area is generally more deprived towards the north and east, with the worst performing Super Output Area (SOA) in Cambridge (in terms of ‘overall’ deprivation according to the Index of Multiple Deprivation) located on the northern extent of King’s Hedges ward. Adjacent to this area are also the second and fifth most deprived SOAs in the city. The sixth most deprived SOA in the city is located to the east of the Northern Area. New development and growth can benefit these deprived areas to the north and east through creating new employment opportunities, housing, and other forms of infrastructure including open space provision and public transport.
- 4.6.140 **Policy 13** sets out the general principles for development at the Areas of Major Change and Opportunity Areas, of which two (**Policies 14** and **21**) fall within the North Cambridge Functional Area. Additionally, a number of Site Specific Development Opportunities are located in the area under **Policy 26**. Taken together these policies provide for a significant amount of development in the area, with which it will be important to deliver contributions towards meeting the sustainability objectives for the area.

- 4.6.141 The Northern Fringe Area of Major Change (**Policy 14**) is located to the north east of the area and seeks to deliver an employment-focused area centred around a new train station at the Cambridge Science Park. The area is allocated for high quality mixed use development, including employment uses such as B1, B2 and B8 uses as well as a range of supporting commercial, retail and residential uses, however the final quantum and distribution of uses will be determined through an Area Action Plan. Development in this area of Cambridge which contains the most deprived Super Output Areas in the city should deliver increase employment opportunities and lead to **significant positive effects** in terms of addressing deprivation in the North Cambridge Functional Area.
- 4.6.142 A sustainability objective in North Cambridge is to encourage high quality design and improve the quality of the public realm. In this respect, **Policies 55, 56 and 59** should be of benefit. **Policy 55** seeks to protect and enhance the special character of Cambridge by encouraging development that responds to its context. **Policy 56** supports development that is designed to be attractive, high quality, accessible, inclusive and safe, positively enhancing the townscape. **Policy 59** concerns landscape and the public realm and states that external spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and co-ordinated with adjacent sites and phases. Taken together these policies should ensure that development proposals lead to **significant positive effects** in terms of encouraging proposals that lead to high quality design and an improved public realm.
- 4.6.143 An Opportunity Area is designated at Mitcham's Corner (**Policy 21**) where redevelopment proposals which deliver a mix of uses including local shops and services with residential at upper floors will be supported. Development here could lead to positive effects in terms of encouraging regeneration and attracting investment, which in turn could lead to additional employment opportunities for the residents of the area. The main aim of the Opportunity Area is to improve the quality and character of the area and create a 'sense of place' which should make the area more vibrant, restoring the balance between people and vehicles. The 1970s gyratory system has created an unpleasant environment for pedestrians and cyclists which is difficult to navigate and has eroded the character of the area. Public realm improvements aim to create a low speed environment giving pedestrians and cyclists greater priority, de-cluttering the street scene and creating opportunities for new public spaces. As such the Opportunity Area should lead to **significant positive effects** in terms of encouraging high quality design and public realm in this area of the city.
- 4.6.144 A recognised sustainability objective of the plan is to capitalise on opportunities to encourage use of public transport, walking and cycling including access to the Cambridge Science Park. Transport **Policies 80, 81 and 82** seek to promote sustainable transport and reduce reliance on the car; while **Policy 13** requires proposals to be of higher densities around key transport interchanges, District Centres and Local Centres. Additionally **Policy 85** requires new development to be

supported by the required infrastructure at the appropriate stage, including transport infrastructure.

- 4.6.145 **Policies 14 and 21** both require improvements to walking and cycling infrastructure in an attempt to achieve modal shift towards sustainable transport modes. **Policy 21** should rebalance the road network in favour of walking and cycling by removing/remodelling the gyratory; whilst **Policy 14** seeks to link the proposed new station at Cambridge Science Park to the Science Park itself and the Busway. This should improve accessibility both in and out of the area and ensure that new employment opportunities are within easy reach. These provisions should result in **significant positive effects** in terms of encouraging public transport, walking and cycling whilst also increasing access to employment opportunities from more deprived parts of the city.
- 4.6.146 Arbury has the lowest amount of Protected Open Space in Cambridge and the spaces that are available are considered to be of insufficient quality, size and proximity to housing. King's Hedges ward has more open space but is of similar poor quality whereas to the south, West and East Chesterton have greater provision of open space.
- 4.6.147 In terms of general open space policies; **Policy 68** requires residential development proposals to contribute to the provision of open space and recreation facilities on-site or off-site through developer contributions. Open space is protected under **Policy 67** whereby development is only permitted where replacement space (of greater quality and/or quantity) is provided in the area; and **Policy 59** requires external spaces, landscape, public realm and boundary treatments to be designed as an integral part of new development proposals. Additionally **Policy 85** requires the provision of infrastructure alongside development including open space.
- 4.6.148 Specific to the North Cambridge Functional Area, development that comes forward should increase provision by following the above policies in the plan. At Mitcham's Corner (**Policy 21**) a criterion states that development proposals should create opportunities for new public spaces. Mitcham's Corner is at the southern extent of Arbury ward which should increase open space provision for residents. Notably, just west of Arbury ward is the NIAB 1 Area of Major Change (**Policy 19**) which requires provision of open space as part of the development; which should benefit residents to the north of the ward. Taken as a whole, policies in the plan should increase open space provision in North Cambridge – particularly in Arbury – and should lead to **significant positive effects**.
- 4.6.149 There is a need for the plan to support the achievement of identified priorities within Conservation Areas. Such areas in North Cambridge are De Freville, Chesterton and Ferry Lane Conservation Areas. Conservation areas are addressed by **Policy 61** which seeks to ensure the conservation and enhancement of Cambridge's historic environment. This policy alongside other design policies which require consideration of the relationship between the site and its surroundings should help to ensure adequate protection of the Conservation Areas.

- 4.6.150 Specifically within Chesterton and Ferry Lane Conservation Areas, negative issues relate to the road network and inappropriate modern development. Busy traffic along the High Street led to traffic calming interventions (including raised tables and speed bumps) in the 1990s which have resulted in a loss of historic character. Poor quality commercial frontages and modern development that does not take into account the context and character of the Conservation Area has had a detrimental impact on the street scene. The transport policies appraised above (**Policies 80, 81 and 82**) should help to reduce reliance on the car and subsequently traffic; whilst the design policies (**Policies 55, 56 and 59**) along with **Policy 61** (for conservation of the historic environment) should ensure that new proposals contribute to, rather than detract from, the character of the area. The policies are appraised to lead to positive effects as without comprehensive redevelopment of the inappropriate buildings and remodelling/reconfiguring of the High Street such issues are likely to remain in the Conservation Areas.
- 4.6.151 The Cambridge Surface Water Management Plan identifies three areas within North Cambridge as ‘wetspots’ i.e. at particular risk of flooding. These include King’s Hedges/Arbury as the highest ranked spot; North Chesterton (3<sup>rd</sup>) and South Chesterton (5<sup>th</sup>). The Management Plan states that there is a need for increased maintenance of watercourses and surface water drains; and the uptake of engineering options including attenuation features, such as swales, basins and wetlands and source control elements such as permeable paving and rain gardens. **Policies 31 and 32** set out the Cambridge approach to Integrated Water Management and Flood Risk respectively and **Policy 66** requires paving in front gardens to consist of permeable surfaces. In particular, **Policy 32** requires no increase in flood risk and, for previously developed land, proposals should reduce flood risk.
- 4.6.152 Taken together the above policies fulfil the requirements of the Surface Water Management Plan and should reduce flood risk in the Functional Area. As such the plan should lead to **significant positive effects** through reducing flood risk.
- 4.6.153 Several other policies set to be included in the Local Plan could have implications for North Cambridge:
- **Policy 41** Protection of Employment sites – one site (south of King’s Hedges Road) is designated as a Protected Industrial Site which could lead to positive effects in terms of employment and deprivation in the north east of the Functional Area;
  - **Policy 52** Protection of Garden Land and Subdivision of Existing Dwelling Plots – this policy would afford greater protection to gardens, with likely positive effects in terms of flood risk.

***Conclusions and recommendations for mitigating negative effects and maximising positive effects***

- 4.6.154 The Local Plan has been appraised to lead to **significant positive effects** in terms of most of the sustainability objectives identified in the North Cambridge Functional Area. The level of growth proposed at the Northern Fringe East and the associated transport improvements at Cambridge Science Park Station should help to achieve modal shift and lead to employment opportunities, particularly for those in the north east of the Functional Area that are amongst the most deprived in the city.
- 4.6.155 A number of policies seek to protect and enhance the quantity and quality of provision and improve access to open space. Wider sustainable transport policies seek to achieve modal shift and in combination with historic environment and design policies should benefit conservation areas by reducing the impact of traffic and inappropriate development. Flood risk (in particular surface water flood risk) in the area should be reduced by policies requiring sustainable drainage infrastructure, attenuation features, wetland creation and permeable paving.
- 4.6.156 The following recommendations are made:
- Ensure that open space infrastructure spending from development in the North Cambridge area goes towards quality improvements in areas of deficiency; particularly Arbury.
  - Prioritise remodelling the High Street in the Chesterton and Ferry Lane Conservation Areas as an infrastructure scheme in **Policy 85** in order to reduce heavy traffic and restore the historic character of the areas.

#### **Functional Area: South Cambridge**

##### ***Relevant sustainability objectives:***

- Address flood risk issues;
- Consider the potential to address deprivation associated with areas to the East;
- Work with developers to facilitate the achievement of successful new communities within the urban extensions;
- Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting;
- Support the achievement of identified priorities within Conservation Areas; and
- Capitalise on opportunities to encourage use of public transport and walking/cycling

##### ***Relevant plan policies:***

- 4.6.157 Whilst all policies included in the plan will apply to this functional area to some extent, the following have particular relevance given the opportunities, issues, and constraints specific to this area of the city.
- **Section 2: The spatial strategy** - **Policy 2** Spatial Strategy for the Location of Employment Development; **Policy 3** Spatial Strategy for the Location of Residential Development; **Policy 4** The Cambridge Green Belt; **Policy 5** Strategic Transport Infrastructure; **Policy 8** Setting of the City

- **Section 3:** *City centre, areas of major change, opportunity areas and site specific proposals* - **Policy 13** Areas of Major Change and Opportunity Areas – General Principles; **Policy 15** Land South of Coldham’s Lane; **Policy 16** Cambridge Biomedical Campus – including Addenbrooke’s Hospital; **Policy 17** Southern Fringe; **Policy 26** Site Specific Development Opportunities
- **Section 4:** *Responding to climate change and managing resources* - **Policy 31** Integrated water management and the water cycle; **Policy 32** Flood Risk
- **Section 5:** *Supporting the Cambridge economy* - **Policy 40** Development and Expansion of Business Space; **Policy 41** Protection of Business Space
- **Section 6:** *Maintaining a balanced supply of housing* - **Policy 52** Protecting Garden Land and the Subdivision of Existing Dwelling Plots
- **Section 7:** *Protecting and enhancing the character of Cambridge* - **Policy 56** Responding to Context; **Policy 57** Creating Successful Places; **Policy 60** Designing Landscape and the Public Realm; **Policy 62** Conservation and Enhancement of Cambridge’s Historic Environment; **Policy 66** Paving over front gardens; **Policy 67** Protection of Open Space; **Policy 68** Open Space and Recreation Provision Through New Development
- **Section 8:** *Services and local facilities* - **Policy 74** Community and Leisure Facilities; **Policy 75** Education Facilities; **Policy 76** Healthcare Facilities
- **Section 9:** *Providing the infrastructure to support development* - **Policy 80** Supporting Sustainable Access to Development; **Policy 81** Mitigating the Transport Impact of Development; **Policy 82** Parking Management; **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

### ***Appraisal***

- 4.6.158 The South Cambridge Functional Area is generally more deprived towards the east. New development and growth can benefit the deprived areas to the east through creating new employment opportunities, housing, and other forms of infrastructure including open space provision and public transport.
- 4.6.159 **Policy 3** sets out the spatial strategy regarding residential development whilst **Policy 2** sets out the spatial strategy for employment development. **Policy 13** sets out the general principles for development at the Areas of Major Change, of which three (**Policies 15, 16 and 17**) fall within the South Cambridge Functional Area. Additionally, a number of Site Specific Development Opportunities are located in the area under **Policy 26**. Taken together these policies provide for a significant amount of development in the area, with which it will be important to deliver successful new communities.
- 4.6.160 **Policy 13** sets the general principles for development in Areas of Major Change. Development must include necessary infrastructure and provide a community strategy to demonstrate how the development will integrate with existing communities and create successful new communities. **Policy 57** seeks to create successful places that are designed to be attractive, high quality, accessible, inclusive and safe. Consideration of the need to link existing and new communities

together, and also consideration of the design of the new community and how it will function, should have a **significant positive effect** in terms of creating successful new communities and also addressing deprivation through linking deprived communities to new development.

- 4.6.161 **Policy 17** Southern Fringe Area of Major Change seeks to deliver high quality new neighbourhoods for Cambridge including a mix of residential properties (including affordable housing); community infrastructure including a health centre, library and meeting rooms; education including up to 5.6 hectares for a secondary school and a primary school; local shopping and services; and open space and recreation including allotments and children's play areas. Through providing such development and supporting infrastructure in line with **policies 13** and **57** above this should also lead to **significant positive effects** in terms of creating successful communities.
- 4.6.162 Employment land in the Areas of Major Change is set to be delivered through **Policy 16** Cambridge Biomedical Campus including Addenbrooke's Hospital and **Policy 15** South of Coldham's Lane. **Policy 16** seeks to deliver development at the Cambridge Biomedical Campus for healthcare needs or biomedical/biotechnology research with associated supporting activities including a hotel, seminar conference centre, and small scale amenities. **Policy 15** seeks to deliver small scale commercial land to the north of the railway. **Policy 26** makes provision for 9.97ha of additional employment land above the previous Local Plan allocations. These new employment opportunities should benefit the more deprived areas in the east of the Functional Area and lead to **significant positive effects**.
- 4.6.163 A recognised sustainability objective of the plan is to capitalise on opportunities to encourage use of public transport, walking and cycling. The SA of the Issues and Options 2 stage highlighted that many of the sites have poor access to community infrastructure and poor provision of cycle infrastructure. Transport **Policies 80, 81** and **82** seek to promote sustainable transport and reduce reliance on the car; while **Policy 13** requires proposals to be of higher densities around key transport interchanges, District Centres and Local Centres. Additionally **Policy 85** requires new development to be supported by the required infrastructure at the appropriate stage, including that of transport infrastructure.
- 4.6.164 **Policies 15, 16** and **17** all require improvements to walking and cycling infrastructure, and specifically extending conventional bus services to meet the needs of the resident and working population, linking to the Cambridge Busway, Park and Ride and ensuring transport links between different Areas of Major Change. These provisions should result in **significant positive effects** in terms of encouraging use of public transport, walking and cycling whilst also increasing access to employment opportunities from more deprived parts of the city.
- 4.6.165 The South Cambridge Functional Area contains Green Belt land and a large amount of open space, although much of it is private land and inaccessible to the public. In terms of the Green Belt, **Policies 4** and **8** apply. **Policy 8** requires development

proposals on the urban edge, within green corridors, green belt and open space to conserve and enhance landscape setting, promote access to the countryside / open space where appropriate, and include landscape improvement proposals that improve visual amenity and enhance biodiversity.

- 4.6.166 **Policy 68** requires residential development proposals to contribute to the provision of open space and recreation facilities on-site or off-site through developer contributions. Open space is protected under **Policy 67** and **Policy 59**, which require landscape, public realm and boundary treatments to be designed as an integral part of new development proposals, co-ordinated with adjacent sites.
- 4.6.167 **Policy 26** allocates four sites for Green Belt land release and details a list of criteria which would need to be met in order for development to occur. These criteria relate to landscaping and preserving the existing character of the Green Belt. Other sites on the urban fringe are allocated under **Policies 16** and **17**.
- 4.6.168 Development would lead to some loss of the Green Belt however the policies in the plan should lead to improvements and enhancements in access to and quality of urban open spaces. Providing that the negative landscape and visual effects of development in the Green Belt are mitigated in line with plan policies, there would likely be no adverse effects and as such it would lead to **significant positive effects** in terms of maintaining and enhancing open spaces, green spaces and the Green Belt setting.
- 4.6.169 There is a need for the plan to support the achievement of identified priorities within Conservation Areas. Conservation areas are addressed by **Policy 61** which seeks to ensure the conservation and enhancement of Cambridge's historic environment. This policy alongside other design policies which require consideration of the relationship between the site and its surroundings should help to ensure adequate protection of the Conservation Areas.
- 4.6.170 Specifically within South Cambridge; high levels of parking is an issue which needs to be addressed at Brooklands Avenue Conservation Area and addressing heavy traffic on the High Street is a key concern in the Trumpington Conservation Area. As discussed in the appraisal above, transport **Policies 80 to 82** and transport infrastructure requirements in **Policies 15 to 17** should contribute towards addressing the transport-related issues in the Conservation Areas. Development in the wider Functional Area should help to achieve modal shift to public transport, walking and cycling, and reduce reliance on the car, as such it should lead to **significant positive effects** in terms of achieving identified priorities in Conservation Areas.
- 4.6.171 The Cambridge Surface Water Management Plan identifies Cherry Hinton as a 'wetspot' i.e. at particular risk of flooding. The Management Plan states that there is a need for increased maintenance of watercourses and surface water drains; and the uptake of engineering options including attenuation features, such as swales, basins and wetlands and source control elements such as permeable paving and

rain gardens. **Policies 31 and 32** set out the Cambridge approach to Integrated Water Management and Flood Risk respectively and **Policy 66** requires paving in front gardens to consist of permeable surfaces. In particular, **Policy 32** requires no increase in flood risk and, for previously developed land, proposals should reduce flood risk.

4.6.172 Taken together the above policies fulfil the requirements of the Surface Water Management Plan and should reduce flood risk in the Functional Area, particularly at Cherry Hinton. As such the Plan should lead to **significant positive effects** through reducing flood risk.

4.6.173 Several other policies set to be included in the Local Plan could have implications for South Cambridge:

- **Policy 41** Protection of Employment sites – one site (north of West Anglia Branch Line) is designated as a Protected Industrial Site which could lead to positive effects in terms of employment and deprivation in the east of the Functional Area;
- **Policy 52** Protection of Garden Land and Subdivision of Existing Dwelling Plots – this policy would afford greater protection to gardens, with likely positive effects in terms of flood risk; and
- **Policy 73** Community and Leisure Facilities; **Policy 74** Education Facilities; and **Policy 75** Healthcare Facilities - Facilities provided as part of development could reduce the distance necessary to travel to access such facilities, likely leading to positive effects in terms of sustainable transport.

***Conclusions and recommendations for mitigating negative effects and maximising positive effects***

4.6.174 The Local Plan has been appraised to lead to **significant positive effects** in terms of all of the relevant sustainability objectives in the South Cambridge Functional Area. The level of growth proposed and the associated transport and community infrastructure should lead to the delivery of successful new communities that are integrated with other areas, particularly those in the east that are generally more deprived. Development requiring the release of the Green Belt is subject to policies that mitigate for the loss of land by improving the quality and public access to open space whilst ensuring there is no residual adverse landscape or visual impact. Sustainable transport policies seek to achieve modal shift and in combination with historic environment policies should benefit conservation areas by reducing the impact of traffic and parking. And, finally, flood risk at Cherry Hinton should be reduced by requiring sustainable drainage infrastructure, attenuation features, wetland creation and permeable paving.

4.6.175 No recommendations are made.

**Functional Area: East Cambridge**

**Relevant sustainability objectives:**

- Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting;
- Address deprivation across quite expansive areas;
- Maintain the character of particular neighbourhoods; and
- Capitalise on opportunities to encourage use of public transport and walking/cycling.

**Relevant plan policies:**

4.6.176 Whilst all policies included in the plan will apply to this functional area to some extent, the following have particular relevance given the opportunities, issues, and constraints specific to this area of the city.

- **Section 2: *The spatial strategy*** - **Policy 2** Spatial Strategy for the Location of Employment Development; **Policy 3** Spatial Strategy for the Location of Residential Development; **Policy 5** Strategic Transport Infrastructure; **Policy 8** Setting of the City
- **Section 3: *City centre, areas of major change, opportunity areas and site specific proposals*** - **Policy 13** Areas of Major Change and Opportunity Areas – General Principles; **Policy 12** Cambridge East; **Policy 15** Land South of Coldham’s Lane; **Policy 20** Station Area West and Clifton Road Areas of Major Change; **Policy 23** Mill Road Opportunity Area; **Policy 24** Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area; **Policy 26** Site Specific Development Opportunities
- **Section 5: *Supporting the Cambridge economy*** - **Policy 40** Development and Expansion of Business Space; **Policy 41** Protection of Business Space
- **Section 7: *Maintaining a balanced supply of housing*** - **Policy 55** Responding to Context; **Policy 56** Creating Successful Places; **Policy 59** Designing Landscape and the Public Realm; **Policy 61** Conservation and Enhancement of Cambridge’s Historic Environment; **Policy 67** Protection of Open Space; **Policy 68** Open Space and Recreation Provision Through New Development
- **Section 9: *Providing the infrastructure to support development*** - **Policy 80** Supporting Sustainable Access to Development; **Policy 81** Mitigating the Transport Impact of Development; **Policy 82** Parking Management; **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

**Appraisal**

4.6.177 The East Cambridge Functional Area is generally more deprived towards the north within Abbey ward and also to the east (although to a lesser extent). The third, fourth and tenth most deprived Super Output Areas in Cambridge are found within the East Cambridge Functional Area. New development and growth can benefit these deprived areas to the north and east through creating new employment opportunities, housing, and other forms of infrastructure including open space provision and public transport.

- 4.6.178 **Policy 13** sets out the general principles for development in the Areas of Major Change and Opportunity Areas, of which four (**Policies 15, 20, 23 and 24**) fall within the East Cambridge Functional Area. Additionally, a number of residential Site Specific Development Opportunities are located in the area under **Policy 26**. Taken together these policies provide for a significant amount of development in the area, with which it will be important to deliver contributions towards meeting the sustainability objectives for the area.
- 4.6.179 **Policy 12** (Cambridge East) safeguards land at Cambridge Airport for redevelopment beyond the plan period. Three adjacent smaller residential sites are allocated to come forward during the plan period; one of these is located almost entirely within South Cambridgeshire. **Policy 15** makes provision for commercial uses on closed landfill sites (although the commercial land is located in neighbouring South Cambridge Functional Area). **Policy 20** (Station Area West and Clifton Road Areas of Major Change) sets out the land use mix for development around the train station which includes B1 employment land, a mix of A-class uses and supporting uses such as hotels and community uses. **Policy 23** (Mill Road Opportunity Area) allocates three sites for residential development and seeks to improve the diversity, vitality and viability of a distinctive area of the city.
- 4.6.180 The main location of new employment opportunities is based around the train station although the designation of Opportunity Areas could lead to additional employment. The scale of employment proposed is likely to lead to **significant positive effects** in terms of employment; however the degree to which this benefits residents of Abbey Ward through addressing deprivation will depend on how accessible the new employment opportunities are, both in the nature of the employment (for example in terms of skills and qualifications required) and how well-served the area is by public transport, walking and cycling.
- 4.6.181 A sustainability objective in the East Cambridge Functional Area is to maintain the character of particular neighbourhoods. In this respect, **Policies 55, 56 and 59** should be of benefit. **Policy 55** seeks to protect and enhance the special character of Cambridge by encouraging development that responds to its context. **Policy 56** supports development that is designed to be attractive, high quality, accessible, inclusive and safe, positively enhancing the townscape. **Policy 59** concerns landscape and the public realm and states that external spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and co-ordinated with adjacent sites and phases. Taken together these policies should ensure that development proposals lead to **significant positive effects** in terms of maintaining the character of neighbourhoods and leading to high quality development.
- 4.6.182 Development proposed in the Section Three policies (**Policies 9-26**) allocate complementary land uses together (for example residential development in residential areas and employment uses in accessible location adjacent to other employment uses) which should respect the character of such locations and

neighbourhoods. Opportunity Areas are designated at Mill Road (**Policy 23**) and Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area (**Policy 24**).

- 4.6.183 Mill Road is a district centre that is cherished for the variety of its independent shops and its arts and cultural role. **Policy 23** seeks to retain the character of the area by not allowing the amalgamation of small units into larger units, in all but exceptional circumstances in order to support smaller independent traders, which should have the benefit of encouraging diversity and supporting the established businesses that characterise the area. To strengthen the distinctiveness of Mill Road and ensure its long term success and viability, the policy seeks to encourage the development of arts and cultural facilities and intends to deliver a series of co-ordinated streetscape and public realm improvements; including a better pedestrian environment. These measures should help to both support and protect the strong community in the area and aid the local economy thus creating positive effects. However, whilst Mill Road is an extremely busy and narrow road which creates conflicts between cars, buses and cyclists, this issue is not strongly addressed. It is suggested that the policy could be improved by calling for development proposals to improve the environment for cyclists (e.g. wording from **Policy 25**: *'create safer streets with priority for pedestrians and cyclists'*) and to prioritise sustainable transport more generally (e.g. wording in **Policy 24**: *'promote and co-ordinate the use of sustainable transport modes'*).
- 4.6.184 **Policy 24** refers to the local centre on Hills Road, the proposed centre at the station area and linkages to Cambridge Leisure Park. The policy aims to deliver and reinforce a sense of place through streetscape and public realm improvements including key projects which seek to promote the character and distinctiveness of the area. Through the place-specific Opportunity Area policies that seek to retain and enhance what makes these areas special the Local Plan should lead to **significant positive effects** in terms of maintaining the character of particular neighbourhoods in the city.
- 4.6.185 A recognised sustainability objective of the plan is to capitalise on opportunities to encourage use of public transport, walking and cycling. Transport **Policies 80, 81** and **82** seek to promote sustainable transport and reduce reliance on the car; while **Policy 13** requires proposals to be of higher densities around key transport interchanges, District Centres and Local Centres. Additionally **Policy 85** requires new development to be supported by the required infrastructure at the appropriate stage, including that of transport infrastructure.
- 4.6.186 A key policy in the East Cambridge Functional Area is **Policy 20**. The policy aspires to deliver a major regenerated multi-modal transport interchange which serves Cambridge and the wider sub-region, focused on the existing rail station. In addition to this there would be improved cycling and walking routes and facilities including the potential for future improvements for pedestrians and cyclists between Station Areas West and the Clifton Road Area, the main location for employment land delivery in the Functional Area. By focusing development at a

sustainable location and increasing the capacity of public transport and linkages between modes this should lead to **significant positive benefits** in terms of encouraging use of sustainable transport.

- 4.6.187 These benefits are enhanced by **Policy 15** which makes provision for upgrading of existing public routes to support increased pedestrian and cycle access to the country park. **Policies 23** and **24** seek to create a low speed traffic environment, widen pavements and introduce more pedestrian crossings which should have the benefit of increasing safety for cyclists and pedestrians and further encourage modal shift.
- 4.6.188 The quality of open space is varied in East Cambridge and, in Romsey ward in particular, provision is low and only 36% of the spaces are publicly accessible. In terms of general open space policies; **Policy 68** requires residential development proposals to contribute to the provision of open space and recreation facilities on-site or off-site through developer contributions. Open space is protected under **Policy 67** whereby development is only permitted where replacement space (of greater quality and/or quality) is provided in the area; and **Policy 59** requires external spaces, landscape, public realm and boundary treatments to be designed as an integral part of new development proposals. For development on the urban edge, within green corridors, green belt and open space, **Policy 8** requires development proposals to conserve and enhance landscape setting, promote access to the countryside / open space where appropriate, and include landscape improvement proposals that improve visual amenity and enhance biodiversity. Additionally **Policy 85** requires the provision of infrastructure alongside development including open space.
- 4.6.189 Specifically within East Cambridge, **Policy 15** proposes the delivery of an Urban Country Park to serve the east of the city. As part of the scheme there would be public access and landscape improvements, and future management and funding arrangements for the on-going maintenance of the park. In addition **Policy 20** specifies a need for open spaces, both hard surfaced and green. The more general city-wide policies and provision of a new, high quality and accessible urban park should increase the quality of provision and lead to **significant positive effects** in terms of open space provision.
- 4.6.190 Several other policies set to be included in the Local Plan could have implications for South Cambridge:
- **Policy 40** Development and Expansion of Business Space – this policy states that new offices, research and development and research facilities are encouraged around the train station, which could lead to positive effects in terms of addressing deprivation and encouraging sustainable transport.
  - **Policy 41** Protection of Employment sites – three sites are designated as Protected Industrial Site which could lead to positive effects in terms of employment and deprivation in the north east of the Functional Area.

### ***Conclusions and recommendations for mitigating negative effects and maximising positive effects***

- 4.6.191 The Local Plan has been appraised to lead to **significant positive effects** in terms of most of the sustainability objectives identified in the East Cambridge Functional Area. The level of growth proposed at sustainable locations should help address deprivation and encourage use of sustainable modes of transport. The Opportunity Area policies and wider design policies should ensure that the character of neighbourhoods is maintained and enhanced. Plan policies seek to protect and enhance the quantity and quality of open space provision and the creation of a new urban country park should improve access to and quality of provision.
- 4.6.192 The following recommendation is made:
- Ensure that transport links and the new multi-modal transport interchange at the rail station allow new employment opportunities surrounding the train station to be accessed by deprived areas in Abbey Ward.

#### **Functional Area: West Cambridge**

##### ***Relevant sustainability objectives:***

- Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting;
- Maintain the exceptional character of the built environment and address priorities identified within the designated Conservation Areas; and
- Capitalise on opportunities to encourage use of public transport and walking/cycling.

##### **Relevant plan policies:**

- 4.6.193 Whilst all policies included in the plan will apply to this functional area to some extent, the following have particular relevance given the opportunities, issues, and constraints specific to this area of the city.
- **Section 2: *The spatial strategy*** - **Policy 4** The Cambridge Green Belt; **Policy 5** Strategic Transport Infrastructure; **Policy 8** Setting of the City
  - **Section 3: *City Centre, areas of major change, opportunity areas and site specific proposals*** - **Policy 13** Areas of Major Change and Opportunity Areas – General Principles; **Policy 18** West Cambridge Area of Major Change; **Policy 19** NIAB 1 Major Area of Change
  - **Section 4: *Responding to climate change and managing resources*** - **Policy 34** Light Pollution Control; **Policy 35** Protection of Human Health From Noise and Vibration
  - **Section 5: *Supporting the Cambridge economy*** - **Policy 40** Development and Expansion of Business Space; **Policy 43** University Faculty Development

- **Section 7: Protecting and enhancing the character of Cambridge - Policy 55** Responding to Context; **Policy 61** Conservation and Enhancement of Cambridge's Historic Environment; **Policy 62** Local Heritage Assets; **Policy 67** Protection of open space; **Policy 68** Open Space and Recreation Provision; **Policy 69** Protection of sites of local nature conservation importance; **Policy 71** Trees
- **Section 9: Providing the infrastructure to support development - Policy 80** Supporting Sustainable Access to Development; **Policy 81** Mitigating the Transport Impact of Development; **Policy 82** Parking Management; **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

### ***Appraisal***

- 4.6.194 West Cambridge is a generally affluent area and one in which large parts are dominated by College uses. There are significant areas of open space in the area; however, much is for College use and so publically accessible areas are relatively limited. There are a number of key heritage assets in the area, including conservation areas at Newnham Croft, Storey's Way, Conduit Head Road, and the West Cambridge conservation area. The outskirts of the West Cambridge area lie adjacent to countryside, including areas of Green Belt designation.
- 4.6.195 It is important that this key area is able to contribute to both the Cambridge economy and to addressing the demographic changes that will be affecting the city in future years. In order to do so to maximum effect, development in the area will require both support and restriction. As such, the provisions of the Local Plan are likely to have a range of implications.
- 4.6.196 In terms of the development of the West Cambridge economy, **Policy 40** is likely to be of importance due to its focus on supporting research and development in this area. This should help to build on existing economic strengths, with positive effects. In addition, the policy notes that larger employment sites, with multiple occupiers, should 'consider' whether they want to provide shared social spaces within the site. This is with the rationale of enhancing the vitality and attractiveness of such sites. This approach is in response to the Cambridge Cluster Study (2011) which found that the lack of a social aspect on newer peripheral employment sites makes them less attractive places to locate to. As such, this policy should result in positive effects. However, the approach could be strengthened by stating that such development 'must' provide shared social spaces, in order to help ensure viability.
- 4.6.197 A key element of the Cambridge and national economy is the city's universities, with this being one of the reasons why so many high technology and knowledge-based employers decide to locate in the area. Of note in this respect is **Policy 45** which states that the continued development of faculty, research and administrative sites in West Cambridge are to be supported, likely leading to positive effects.

4.6.198 One such site of university growth in Cambridge will be in the West Cambridge Area of Major Change, which is the focus of **Policy 18**. In this location, the University of Cambridge is seeking to intensify development on existing sites, with the principal land uses to be faculty development, research institutes, and commercial research and development. Additional uses will also be supported where they add to the social spaces and vibrancy of the area. As a result, this policy is likely to support both economic and social gains in the area. It is however important to note that increased activity as a result of development at this site could put further pressure on the environment, and on the amenity of nearby residents; with particular concerns highlighted as being impacts on biodiversity and noise and light pollution. In order to address these potential issues the policy states that densification will only be supported if the masterplan takes account of the full range of employment uses and supporting facilities and amenities, respects the adjacent important Green Belt setting, and respects other neighbouring residential uses. In addition, the policy calls for a comprehensive transport strategy for the site to be developed to minimise reliance on private car, and for access to be provided to key sites in the city (e.g. the railway station) for all. Overall, this policy addresses the need for economic growth in the area, whilst also providing for the protection and enhancement of social and environmental assets; it should therefore result in **significant positive effects**. Nonetheless, the policy could be improved by making explicit the need for the provision of publically accessible green space given the limited levels available currently. In addition, the need to protect biodiversity could be made clearer given the direct and indirect impacts that densification could have. Both of these goals could potentially be met by calling for suitable green infrastructure to be incorporated into any masterplan.

4.6.199 Another major driver of change in the city in future is the expected growth in the size of its population. In order to ensure the wellbeing of the future population, and to secure economic growth, suitable residential accommodation will be required. A large degree of the provision of housing in West Cambridge (with some overlap into North Cambridge) is to take place in NIAB 1 Major Area of Change. This area is the focus of **Policy 19** which notes that a new neighbourhood is to be established. This will include a mix of residential properties, including 40% affordable housing, and so is likely to lead to benefits given the level of demand for such housing in the city. In addition, the policy looks to ensure that the neighbourhood is supported by complementary uses (community facilities, open space etc.) and so should ensure that the level of provision of such facilities is high, with social benefits. Sustainable transport is also well supported, as development is expected to provide for walking, cycling, and a direct link for public transport. However, this approach could be strengthened by calling for a comprehensive transport strategy to be produced for the development (as is the case for **Policy 18**). This may be of particular importance given the position of the area on the outskirts of the city. In addition, it is noted that key constraints on the site include noise pollution from the A14 and footpaths crossing the site. The policy could therefore be improved by making explicit the need for development proposals / master plans to take into account these issues. Despite these concerns, the policy

balances residential growth with protection well and is likely to lead to **significant positive effects** overall.

4.6.200 Both Areas of Major Change proposed in the West Cambridge area may have adverse effects in terms of neighbouring amenity due to the scale and type of development proposed. In addition to the provisions made in the Area of Major Change policies themselves (**Policies 18** and **19**), other Local Plan Policies are of relevance to addressing these concerns. These include **Policy 34**, which looks to limit the impact of light pollution; and **Policy 35**, which focuses on the protection of human health from noise and vibration. These policies are likely to help prevent adverse effects resulting from large scale development in the area and so should lead to positive effects.

4.6.201 A key consideration given the scale of development proposed in West Cambridge is that of infrastructure provision. **Policy 85** is vital in this regard. It states that new development must be supported by required infrastructure and, where existing infrastructure will be placed under strain due to the impact of new development, improvements to existing infrastructure or compensatory provision should be made. It also states that planning obligations and / or a CIL could be required in order to provide such infrastructure, including public transport, education, healthcare community facilities and open space. These measures should help to ensure that there is no reduction in the area's key infrastructure and that, where appropriate, some degree of funding new infrastructure is provided. Also of relevance in this respect is **Policy 13**. This notes that development in Areas of Major Change should seek to protect existing public assets, including open space and leisure facilities, and that where the loss of such assets is unavoidable appropriate mitigation is undertaken to offset the loss. Given the two Major Areas of Change in West Cambridge, and the scale of development proposed, these policies are likely to lead to **significant positive effects**.

4.6.202 In terms of transport it is notable that one site in West Cambridge allocated through the plan has constraints, with Mount Pleasant House having poor cycling conditions. In cases such as these, the provisions of the plan's wider focused transport policies will be important. These include **Policy 5**, which requires development proposals to contribute to the implementation the Cambridgeshire Local Transport Plan; and **Policy 80**, which identifies the key transport related elements that development proposals must demonstrate and which requires new developments to prioritise access by sustainable modes of travel. **Policies 81** and **82** also seek to promote sustainable transport and reduce reliance on the car; while **Policy 85** requires new development to be supported by the required infrastructure at the appropriate stage, including that of transport infrastructure. Given the amount of development to be brought forward over the plan-period and the peripheral location of much of this development, these policies appear likely to result in **significant positive effects**.

4.6.203 In terms of the green infrastructure available for community use, publically accessible open space is a key concern in West Cambridge; in all just 7% of open

space in Castle Ward and 25% of open space in Newnham Ward is accessible. Given such limitations, **Policy 68** in particular should result in benefits as it calls for all residential development proposals to contribute to the provision of open space and recreation facilities onsite, with this provision to address local deficiencies where possible. This approach is further supported by **Policy 67**. This states that development proposals will not be permitted which will harm the character of, or lead to the loss of, open space of recreational importance unless it can be satisfactorily replaced. The focus on both protection and provision set out through these policies should result in **significant positive effects** in the area.

- 4.6.204 Another important type of open space in the West Cambridge Functional Area is the Green Belt, with Newnham Ward lying adjacent to the countryside, with areas of Green Belt running through and around the built-up area. Such areas are recognised for their role in providing for sport and recreation, amenity and biodiversity. With this being the case, **Policy 4** is likely to result in positive social and environmental effects given its focus on protecting the Green Belt from development except in very special circumstances. Similarly **Policy 8** (Setting of the City) seeks to ensure that the area between the urban edge and the countryside is protected from inappropriate development, by requiring proposals to demonstrate that they respond to, conserve, and enhance the landscape setting; again with likely positive effects.
- 4.6.205 The landscape setting of the city is a concern of a number of the Local plan policies, with these potentially being of importance in West Cambridge given the area's landscape assets, including views over the city from Castle Mound and the Backs. The protection of such assets is likely to be supported through **Policy 55** which notes that development is to use appropriate local characteristics to help inform the use, siting, massing, scale, form, materials and landscape design of new development. This should help to ensure development is well integrated with its immediate locality and the wider city, with positive effects.
- 4.6.206 The provisions of **Policy 55** are also important in terms of the protection of the heritage assets of West Cambridge. These assets are numerous and include conservation areas at Newnham Croft, Storey's Way, Conduit Head Road, and West Cambridge. This policy requires proposals to identify and respond positively to existing features of natural, historic, or local importance on and close to proposed development sites. Further protection is likely to be provided by **Policy 61**, which sets out to conserve or enhance the significance of the heritage assets of the city, and to retain buildings and spaces whose loss would cause harm to the character of a conservation area; and **Policy 62**, which sets out a general presumption in favour of the retention of local heritage assets. Given the scale of proposed development, and the sensitivity and significance of the area's heritage assets, these policies are likely to result in **significant positive effects**. For instance, they may help to ensure that any potential impacts of development at Mount Pleasant House (which could impact on a nearby historic park and garden, a building of local interest, and local archaeology).

4.6.207 Another asset that will be important to conserve in the West Cambridge area will be its sites of biodiversity importance, with impacts possible through development, such as in the West Cambridge Area of Major Change. The protection of designated areas is the focus of **Policy 69**, which sets out criteria for the protection of sites of local nature conservation importance. Such protection should result in positive effects. In addition, it is notable that there are a number of Tree Preservation Orders on the sites allocated at Mount Pleasant House. **Policy 71** is likely to have positive effects with regards to these assets, noting that development proposals should preserve, protect and enhance existing trees and hedges that have amenity value.

***Conclusions and recommendations to mitigate negative effects and maximise positive benefits***

4.6.208 Both the policies put forward to address the development issues of West Cambridge specifically, and those wider policies of particular relevance to development in this area, are considered likely to result in positive effects overall. This is due to an appropriate balancing of growth and protection, with development only to be brought forward where it is demonstrated that social and environmental assets are to be preserved or enhanced. There is however some opportunity to tighten the criteria in some of the policies outlined, and to make explicit certain additional requirements.

4.6.209 The following recommendations are made:

- Ensure that peripheral employment sites incorporate social spaces;
- Make explicit the need for the provision of publically accessible green space and biodiversity protection in the West Cambridge Area of Major Change;
- Call for a comprehensive transport strategy to be produced alongside development proposals in the NIAB 1 Area of Major Change; and
- *Ensure* that development proposals in the NIAB 1 Area of Major Change take into account the area's noise pollution and footpath related constraints

**How the findings of the SA have been incorporated into the draft Local Plan**

4.6.210 Table 4.19 below sets out the Council's response to the recommendations made as part of the SA of the Draft Proposed Submission Plan, and sets out where this has led to changes being made to the plan prior to consultation.

**Table 4.19:** Recommendations stemming from the SA of the draft Proposed Submission Local Plan (May 2013) and the Council’s response

SA Topic	Policy	SA Recommendation	Officer Response	Action
Climate Change Mitigation and renewable energy	Policies in Section Four: Responding to Climate Change and Managing Resources	Work closely with applicants to ensure that design features, mitigation and infrastructure is implemented as fully as possible, given viability constraints.	This is a matter to be addressed through the use of the policy in the consideration of planning applications.	No change.
Economy		Ensure that new employment areas have strong transport links to Kings Hedges and Abbey Ward areas so that residents of these income and employment deprived areas can take advantage of new employment opportunities elsewhere in the city. It is notable that no policy is directed specifically at addressing problems of deprivation in these areas, albeit it is recognised that Cambridge is a compact city and hence wherever employment is located it will be relatively easy to access by public transport or bicycle.	Policies in Section 8 seek to ensure that new developments appropriately link to public transport, cycling and walking routes.	No change.
Flood risk Including climate change adaptation		No recommendations made.	N/A	N/A
Landscape, Townscape and Cultural Heritage		No recommendations made.	N/A	N/A

SA Topic	Policy	SA Recommendation	Officer Response	Action
Transport	Policy 81 (Mitigating the Transport Impact of Development)	The policy could be strengthened and reworded to make it clearer what type of infrastructure the financial contributions would be used for. This policy would better support the transport objectives if these contributions were to be directed towards sustainable transport infrastructure.	The City Council in collaboration with the County Council is encouraging the use of sustainable modes of transport. Additional text is proposed in the policy.	Propose additional wording to criterion (c) of Policy 81 so that the second sentence reads: 'This could include investment in infrastructure, services or behavioural change measures to encourage the use of sustainable modes of transport.'
Transport	Policy 56 (Creating Successful Places)	The policy could be reworded to emphasise the need for proposals to be accessible by sustainable modes of transport such as through the inclusion of foot / cycle paths and public transport.	Policy 80 - Supporting sustainable access to development, addresses the need for development to prioritise access by sustainable modes.	No change.
Biodiversity		Encourage additional focus on prioritising brownfield development.	The prioritisation of sites is dealt with in the Spatial Strategy of the Local Plan. The Local Plan needs to avoid repeating the policies in the NPPF, which outlines how Green Belt land should be protected.	No change.
Biodiversity	Policy 8 (Setting of the City)	Increased consideration of the role that new or existing green space can play as part of the wider ecological network of the city, including as green infrastructure (promoting the	Policy 8 already states that development on the urban edge will only be supported where it enhances biodiversity and	No change.

SA Topic	Policy	SA Recommendation	Officer Response	Action
		Cambridgeshire Green Infrastructure Strategy).	<p>particular reference is made to supporting proposals for landscape scale enhancement and the conservation or enhancement of biodiversity.</p> <p>Other policies in the Plan also seek to enhance biodiversity and linkages in the ecological network (Policies 67, 69 and 70). Also, Policy 7 looks at the enhancement of natural resources and renaturalisation of the River Cam.</p>	
Biodiversity	Policy 35 (Protection of Human Health from Noise and Vibration)	Highlight the need to consider the impacts of noise on wildlife in addition to human health.	Policies 69 and 70 seek to protect both sites of local nature conservation importance and priority species and habitats from the impacts of development, including disturbance.	No change.
Biodiversity	Policy 52 (Protecting Garden Land and the Subdivision of Existing Dwelling Plots)	Encourage consideration of the wildlife value of gardens.	Agree that the policy could be strengthened by referring to the wildlife value of gardens.	Propose change criterion (b) of Policy 52 to read: 'sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to

SA Topic	Policy	SA Recommendation	Officer Response	Action
				their contribution to the character of the area and their biodiversity importance.
Biodiversity	Policy 67 (Protection of Open Space)	Ensure that replacement green space is positioned with reference to the City's wider green infrastructure network in order to maximise benefits.	Change suggested to the supporting text to Policy 67.	Propose the inclusion of an additional sentence at the end of paragraph 7.45: 'Where replacement facilities are provided, consideration should be given to how they link with the wider ecological network and enhance biodiversity.'
Water	Policy 27 (Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use)	Strengthen the call for increased water efficiency in new development by removing the conditions relating to technical and economic viability.	The flexibility in the policy is required to reflect the fact that each individual planning application will need to be assessed on its own merits.	No change.
Water	Policy 32 (Flood Risk)	Encourage flood risk management in new development to take into account the role SUDS can play in reducing the pollution of watercourses.	An intrinsic benefit of SUDS is their role in reducing pollution of watercourses. Policy 31 seeks to ensure all surface water that is discharged to ground or into rivers,	No change.

SA Topic	Policy	SA Recommendation	Officer Response	Action
			watercourses and sewers has an appropriate level of treatment to reduce the risk of diffuse pollution. Therefore, it is not felt necessary to repeat this in Policy 32.	
Community and Wellbeing	Policy 9 (The City Centre)	Policy could perhaps go further in terms of explicitly requiring that development proposals in the City Centre take into account and reflect identified needs associated with the local community.	Policy 10 which deals with development in the City Centre Primary Shopping Area talks about the use of the upper floors of units for residential, student accommodation, offices and community facilities, which will be of benefit for the local community and potentially increase the residential community in the City Centre.	No change.
Community and Wellbeing	Policy 73 (Community and Leisure Facilities)	Include criteria setting out conditions that would apply should development result in the loss of educational and healthcare facilities.	The 'Loss of facilities' section in Policy 73 is applicable to community facilities which includes educational facilities and healthcare facilities. It also clearly states that the redevelopment of school sites for other uses will be permitted only if it can be demonstrated that they are not required in the longer term for continued educational use. Appendix K explains what information an applicant needs to provide to demonstrate that	No change.

SA Topic	Policy	SA Recommendation	Officer Response	Action
			a community facility (including education facilities and healthcare) is no longer needed. For example, a healthcare facility will need to be marketed as a healthcare facility and other community facilities.	
Community and Wellbeing	Policy 29 (Renewable and Low Carbon Energy Generation)	Broaden considerations of the impact of renewable and low-carbon energy generation to include all forms of energy infrastructure.	The focus of this policy is on increasing the proportion of energy generated from renewable and low carbon sources. Other policies in the Plan deal with minimising the impact of development on the environment, for example the policies dealing with design, flood risk, light pollution, protection of human health from noise and vibration and air quality.	No change.
Community and Wellbeing	Policy 83 (Aviation Development)	Make explicit the need to consider the potential health impacts of aviation development at Cambridge Airport.	It is proposed that the policy will be amended to include the following sentence "A health impact assessment will be submitted alongside any planning application to demonstrate that the potential impacts on health have been considered at the planning and design stage."	Propose the policy is amended to include the following sentence: 'A health impact assessment will be submitted alongside any planning application to demonstrate that the potential impacts on health have been

SA Topic	Policy	SA Recommendation	Officer Response	Action
				considered at the planning and design stage.'
City Centre	Policy 6 (Hierarchy of Centres and Retail Capacity)	The supporting text for Policy 6 could be strengthened to explain how monitoring of retail and leisure capacity will be managed in the period beyond 2022.	At paragraph 2.67, the supporting text to Policy 6 talks about the advice in the Retail and Leisure Study to plan to accommodate retail capacity to 2021 due to the uncertainty in forecasting. The paragraph talks about monitoring, but this could be explained further.	Propose additional text to the end of paragraph 2.6, so that it reads: 'This will be subject to monitoring over the plan period, including the monitoring of retail developments in the wider area, which will inform when a review of the Retail and Leisure Study should be carried out.'
City Centre	Section 3	Provide details on how the economic impacts of site allocations that result in the loss of employment space will be identified and addressed.	The economic impacts of site allocations that result in the loss of employment space are considered through the overall assessment of employment land needs versus supply.	No change.
City Centre	Section 3	Make explicit the need to create a safer and improved environment for cyclists in a number of the centre's Opportunity Areas.	Policy 80: Supporting Sustainable Access to Development applies city-wide in respect of sustainable modes of travel such as cycling which needs to be considered alongside any Opportunity Area	No change.

SA Topic	Policy	SA Recommendation	Officer Response	Action
			policies. This requires the prioritisation of cycling in areas to be improved e.g. Opportunity Areas.	
City Centre	Section 3	Call of development proposals in a number of the centre's Opportunity Areas to promote and prioritise the use of sustainable forms of transport.	Policy 80: Supporting Sustainable Access applies city-wide in respect of sustainable modes of transport which needs to be considered alongside any Opportunity Area policies. This requires the prioritisation of sustainable modes of travel in respect of proposal sites. Many proposals sites can be found in and around Opportunity Areas.	No change.
City Centre	Policy 27 (Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use)	Ensure that 'major' development in the Strategic Heating area is defined and that conditions are only relaxed where there is a 'significant' impact on viability.	Major development is defined in the Town and Country Planning (Development Management) (England) Order (2010) as 10 or more dwellings or a site area of 0.5 ha or more where the number of dwellings is unknown, or the provision of a building where the floorspace is 1,000 sq m or more, or where development is carried out on a site having an area of 1 hectare or more. This will be included within the glossary to the Plan.  The inclusion of 'significant' does not add anything further	Propose inclusion of the definition of 'Major development' in the glossary.

SA Topic	Policy	SA Recommendation	Officer Response	Action
			to the policy, as each development will be looked at on a case by case basis and it would be difficult to define 'significant'.	
North Cambridge		Ensure that open space infrastructure spending from development in the North Cambridge area goes towards quality improvements in areas of deficiency; particularly Arbury.	Policy 67 and paragraph 7.45 make reference to the need to maintain the level of open space provision in the general area surrounding the development. Where it is identified that there is a surplus of provision, Policy 67 requires re-provision of open space to be redirected to areas experiencing deficiencies, such as Arbury.	No change.
North Cambridge	Policy 85 (Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy)	Prioritise remodelling the High Street in the Chesterton and Ferry Lane Conservation Areas as an infrastructure scheme in Policy 85 in order to reduce heavy traffic and restore the historic character of the areas.	Policy 85 does not set out detailed infrastructure schemes. The update to the Infrastructure Delivery Study will set out a list of schemes, including transport infrastructure, and prioritise these for funding.	No change.
South Cambridge		No recommendations made.	N/A	N/A
East Cambridge		Ensure that transport links and the new multi-modal transport interchange at the rail station allow new employment opportunities surrounding the train station to be accessed by deprived areas in Abbey Ward.	Policy 14 (Northern Fringe East and land surrounding the proposed Cambridge Science Park Station Area of Major Change) ensures that appropriate access and linkages are planned for.	No change.

SA Topic	Policy	SA Recommendation	Officer Response	Action
West Cambridge	Policy 18 (West Cambridge Area of Major Change)	Ensure that peripheral employment sites incorporate social spaces.	This is covered by criterion (h) in Policy 13 (Areas of Major Change and Opportunity Areas – General Principles) - <i>‘create active and vibrant places which encourage social interaction and meeting, and foster a sense of community’</i> . This policy relates to all Areas of Major Change including West Cambridge.	No change.
West Cambridge	Policy 18 (West Cambridge Area of Major Change)	Make explicit the need for the provision of publically accessible green space and biodiversity protection in the West Cambridge Area of Major Change.	<p>Green Infrastructure rather than publically accessible green space is an omission in the policy and is made all the more important given the proposed higher density of development. Therefore recommend this is covered through the incorporation of an additional criterion ‘i’ in Policy 18.</p> <p>It is not appropriate to require ‘publically accessible’ as West Cambridge is private, albeit other people are permitted to use it.</p> <p>The supporting text refers to the importance of biodiversity in Para 3.71, and this is reinforced by other policies</p>	Propose add in new criterion (i) to Policy 18 which states: ‘proposals provide appropriate green infrastructure which is well integrated with the existing and new development and with the surrounding area.’

SA Topic	Policy	SA Recommendation	Officer Response	Action
			<p>which cover biodiversity in the draft Local Plan and which apply to West Cambridge including Policy 8: Setting of the City, Policy 31: Integrated water management and the water cycle, Policy 57: Designing New Buildings, Policy 59: Designing Landscape and the Public Realm. The new criteria (i) also covers biodiversity in the Local Plan definition of green infrastructure.</p>	
West Cambridge	Policy 19 (NIAB 1 Area of Major Change)	Call for a comprehensive transport strategy to be produced alongside development proposals in the NIAB 1 Area of Major Change.	<p>This is an omission for the Policy which should be covered. Whilst current negotiations are quite advanced it is possible that new proposals could be submitted in the future and it would be appropriate to include an additional criterion in Policy 19 with similar wording to Policy 18;</p> <p><i>'it includes a comprehensive transport strategy for the site, incorporating a sustainable transport plan to minimise reliance on the private car.'</i></p> <p>The last sentence in Policy 18;</p>	Propose a new criterion 'h' as follows and then renumber the following criteria in the policy: 'it includes a comprehensive transport strategy for the site, incorporating a sustainable transport plan to minimise reliance on the private car'

SA Topic	Policy	SA Recommendation	Officer Response	Action
			<p><i>'This should include assessing the level, form and type of car parking that exists on the site.'</i></p> <p>has been removed because there is no existing car parking.</p>	
West Cambridge	Policy 19 (NIAB 1 Area of Major Change)	Ensure that development proposals in the NIAB 1 Area of Major Change take into account the area's noise pollution and footpath related constraints.	<p>The key constraints of noise pollution and footpaths crossing the site are referred to in Paragraph 3.76 of Policy 19.</p> <p>Noise Pollution is also covered in Policy 35: Protection of Human Health from Noise and Vibration which specifically refers to major sites and noise sensitive development, and refers to the need for noise assessments and noise mitigation measures.</p> <p>The existing footpaths are not covered in other policies and therefore an additional criterion is proposed.</p>	Propose a new criterion as follows between the existing criteria (i) and (j), and then renumber the following criteria in the policy: 'where possible retain and enhance existing definitive footpaths that cross the site or provide suitable and safe equivalent links of a similar length as part of the new development'

## Consultation on the SA

Element of the SEA Directive Requirements that this section seeks to meet:

**Consultation:**

- Authorities with environmental responsibility and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme.

4.6.211 The SA of the Proposed Submission Draft Plan, was made available for consultation at the same time as the draft plan, from the 17 July to 30 September 2013. A total of 9 representations were made to the Sustainability Appraisal and its associated Non-Technical summary, mostly from the promoters of alternative development sites. For the most part, these representations were concerned with the process by which the appraisal had been undertaken, for example that undue weight had been given to the importance of the Green Belt and whether an appraisal of the spatial development strategy had been carried out. Natural England made a representation in general support of the appraisal but queried some of the detailed elements of the report. Again, given that the SA had been carried out by independent consultants, and given that only minor changes have been proposed to the Proposed Submission Plan following consultation, it was not considered necessary to amend the SA Report as a result of any of the representations received.

### **Proposed changes to the Proposed Submission Local Plan**

4.6.212 Following on from consultation on the Proposed Submission Local Plan and its accompanying SA Report, the Council has proposed a number of minor changes to the Local Plan, as set out in the Schedule of Proposed Changes. The proposed changes are predominantly to address issues of clarity in policy or supporting text. No site is proposed to be deleted or amended, and no new sites are proposed to be added. Following consideration of the impact of these changes on the SA Framework, it has been concluded that these changes do not materially alter the findings of the SA.

## 4.7 DIFFICULTIES ENCOUNTERED IN CARRYING OUT THE APPRAISAL

Element of the SEA Directive Requirements that this section seeks to meet:

- An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken and any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information (Annex 1 h).

- 4.7.1 The key difficulty is that associated with establishing a casual link between a proposed policy approach, or a policy approach ‘option’, and effects to the sustainability baseline. Often, there is considerable uncertainty, given that the precise way in which the policy will be implemented ‘on the ground’ is unknown. Where this uncertainty exists, it is helpful to discuss effects in more general terms – i.e. in terms of particular sustainability issues or broad sustainability themes/the sustainability context. In other instances it may be appropriate to highlight the potential for any significant effects on the sustainability baseline, along with the uncertainties involved.
- 4.7.2 When considering which potential effects to highlight (along with a discussion of uncertainty) or not to highlight, a foremost consideration is that the aim of the SA is to have a focussed discussion regarding those effects that are most likely and significant (and how they should be avoided or mitigated), rather than a potentially endless discussion relating to all of the possible plan effects. Ultimately, it is a matter of professional judgement as to those effects that re highlighted and those that are not. This approach is justified by the SEA Directive (i.e. through its reference to ‘technical deficiencies or lack of know-how’) as well as Government Guidance, which states that: *‘You are only required to assess the likely significant effects of the plan, not all possible effects... Ultimately, the significance of an effect is a matter of judgement...’*<sup>145</sup>
- 4.7.3 More specific difficulties encountered during the early Scoping stages of the SA related to availability of data at a sufficient spatial level to help inform the identification of sustainability issues. These data gaps are discussed in more detail in Part 3 of this SA Report.

<sup>145</sup> The plan-making manual [online] at <http://www.pas.gov.uk/pas/core/page.do?pagelid=156210> (accessed 04/12)



## 4.8 MONITORING STRATEGY

Element of the SEA Directive Requirements that this section seeks to meet:

- A description of the measures envisaged concerning monitoring in accordance with Article 10 (Annex 1 i)

4.8.1 It is proposed that monitoring of the significant effects of the plan is undertaken utilising the monitoring and implementation schedule set out in the Proposed Submission Draft Local Plan. This is set out in Table 4.20 below.

**Table 4.20:** Monitoring and implementation

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<b>Section Two – The spatial strategy</b>				
<b>Policy 1 –</b> Presumption in favour of sustainable development	Ensuring that economic, social and environmental gains are sought jointly and simultaneously through the planning system	By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF	<ul style="list-style-type: none"> <li>• Proportion of applications that are refused planning permission</li> <li>• Sustained levels of applications which fail to support the principles of sustainable development</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>• Pressure for ‘quick win’ proposals</li> <li>• Lack of joint working between key stakeholders to find more sustainable outcomes</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents regarding the need to implement sustainable development</li> </ul>				
<b>Policy 2 –</b> Spatial strategy for the location of employment development	Ensuring employment proposals are focused on the urban area, areas of major change, opportunity areas and the City Centre	Through the development management process and working with relevant partners, including the universities and the Greater Cambridge Greater Peterborough Local Enterprise Partnership	<ul style="list-style-type: none"> <li>• Quantity of employment floorspace implemented on the designated areas for employment uses. This figure should be maximised</li> <li>• Quantity of jobs in the city (net increase)</li> <li>• Sustained levels of</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			applications outside preferred locations for employment proposals.	
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>• Pressure for new development outside urban area, areas of major change, opportunity areas and the City Centre</li> <li>• Lack of joint working between key stakeholders to develop identified employment locations</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents and other landowners</li> </ul>				
<b>Policy 3 –</b> Spatial strategy for the location of residential development	Ensuring residential proposals are developed in urban areas in particular on the allocated housing sites including sites released from the Cambridge Green Belt at Worts' Causeway	Through the development management process	<ul style="list-style-type: none"> <li>• Number of residential units implemented on the designated areas for housing. This figure will be monitored against the house trajectory</li> <li>• Sustained levels of applications outside preferred locations for housing proposals</li> <li>• The delivery of housing deviates considerably from the council's housing trajectory</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>• Pressure for new development outside designated areas for housing (outside the urban area)</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents and other landowners</li> </ul>				
<b>Policy 4 – The</b>	Ensuring proposals comply	Through the development	<ul style="list-style-type: none"> <li>• Non Green Belt</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Cambridge Green Belt	with the Green Belt policy in the National Planning Policy Framework	management process	<p>compliant applications approved. Target: nil</p> <ul style="list-style-type: none"> <li>• Sustained levels of non Green Belt compliant applications approved in the Green Belt</li> </ul>	
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>• Pressure for new development in the Green Belt</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents and other landowners</li> </ul>				
<b>Policy 5 – Strategic transport infrastructure</b>	Ensuring: the delivery of suitable local and strategic transport schemes; greater pedestrian and cycle prioritisation; sustainable transport and access to major employers, education and research clusters, hospitals, schools and colleges; support for the Transport Strategy for Cambridge and South Cambridgeshire; growth is linked to the proposed city-wide 20mph zone; and reduced pressure on the air quality management area (AQMA) in the City Centre	Through the development management process and partnership working with relevant partners	<ul style="list-style-type: none"> <li>• Proportion of journeys made by car: target – to reduce</li> <li>• Air quality in and outside AQMA: target – to improve especially within AQMA</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>• Pressure for new development that fails to adequately promote and support sustainable forms of transportation</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents</li> </ul>				
<p><b>Policy 6 –</b> Hierarchy of centres and retail capacity</p>	<p>To ensure that retail and other centre uses are being developed in centres and that developments are appropriate to the scale, character and function of the centre</p> <p>Retail developments proposed outside centres must be subject to a retail impact assessment, where the proposed gross floorspace is greater than 2,500 sq m. A retail impact assessment may be required below this threshold where a proposal could have a cumulative impact or an impact on the role or health of nearby centres within the catchment of the proposal</p> <p>Meeting identified capacity for comparison retail floorspace in the City Centre</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• The health and composition of the centres will be monitored by the annual shopping survey</li> <li>• Monitor number of applications where a retail impact assessment is required</li> <li>• Monitor retail applications in the wider area which may affect the capacity for additional comparison goods in Cambridge. Associated with this monitor the need for the Retail and Leisure Study to be updated</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> <li>• Annually</li> <li>• Ongoing</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<b>Risks:</b> <ul style="list-style-type: none"> <li>• Non-delivery of comparison retail floorspace in the City Centre</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Early engagement with developers and stakeholders</li> </ul>				
<b>Policy 7 – The River Cam</b>	Ensuring that development (where applicable) has a positive contribution on the River Cam	Through the development management process and partnership working with relevant partners	<ul style="list-style-type: none"> <li>• Monitor applications which may affect the setting of the River Cam</li> <li>• Persistent number of proposals that do not comply with the policy</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<b>Risks (that the policy will not be delivered):</b> <ul style="list-style-type: none"> <li>• Pressure for new development that fails to adequately support the setting and the quality of the River Cam</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents</li> </ul>				
<b>Policy 8 – The setting of the city</b>	To ensure that development proposals on the edge of the city conserve and enhance the setting of Cambridge	Through the development management process and the submission of design and access statements	<ul style="list-style-type: none"> <li>• The policy will be monitored by regular surveys to determine if the setting of the city is has been maintained or improved</li> <li>• Persistent number of proposals that do not comply with the policy</li> </ul>	<ul style="list-style-type: none"> <li>• As resources permit</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• That developments on the edge of the city, which do not take a sensitive approach to design, could have a detrimental impact on the setting of the city</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Early engagement with developers</li> </ul>				
<p><b>Policy 9 – The City Centre</b></p>	<p>Ensuring that development has a positive effect on the vitality and vibrancy of the City Centre</p>	<p>Through the development management process and partnership working with relevant partners</p>	<ul style="list-style-type: none"> <li>• The health and composition of the City Centre will be monitored by the annual shopping survey</li> <li>• The floorspace of proposals that deliver new types of retail units and leisure facilities will be monitored. Target: to maintain vitality and vibrancy of the City Centre</li> <li>• The floorspace of proposals that involve the loss of retail uses and leisure facilities will also be monitored. Target: to maintain vitality and vibrancy of the City Centre</li> <li>• Production of City Centre Public Realm</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			Strategy Supplementary Planning Document	
<b>Risks:</b> <ul style="list-style-type: none"> <li>That developments in and outside the City Centre could have a detrimental effect on the vitality and vibrancy of the City Centre</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>Early engagement with developers</li> </ul>				
<b>Policy 10 –</b> Development in the City Centre Primary Shopping Area	Ensuring that development has a positive effect on the City Centre Primary Shopping Area	Through the development management process	<ul style="list-style-type: none"> <li>The health and composition of the City Centre Primary Shopping Area will be monitored by the annual shopping survey</li> <li>The proportion of retail (A1) uses in the primary shopping frontage should not fall below 70 per cent</li> <li>The proportion of retail (A1) uses in the Secondary Shopping Frontage should not fall below 50 per cent</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<b>Risks (that the policy will not be delivered):</b> <ul style="list-style-type: none"> <li>Pressure for new development that fails to support the vibrancy and vitality of the City Centre Primary Shopping Area</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents</li> </ul>				
<b>Policy 11 –</b>	Delivery of the development	Through the development	Quantum of	Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Fitzroy/ Burleigh Street/Grafton Area of Major Change		management process	<ul style="list-style-type: none"> <li>development: the policy will be monitored through the processing of applications</li> <li>• Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</li> <li>• Proposals are not delivered in line with trajectories</li> </ul>	<ul style="list-style-type: none"> <li>• End of the Development</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Discuss with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
Policy 12 – Cambridge East	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> <li>• Quantum of development: the policy will be monitored through the processing of applications</li> <li>• Quality of development: the</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> <li>• End of the development</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<p>development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</p> <ul style="list-style-type: none"> <li>Proposals are not delivered in line with trajectories</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Discuss with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
<p><b>Policy 13 –</b> Areas of major change and opportunity areas – general principles</p>	<p>Ensuring that development proposals create well-planned places, particularly as part of pre-application discussions</p>	<p>Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as stakeholders, including developers and their agents, design review panels and members when making decisions</p>	<ul style="list-style-type: none"> <li>The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure all proposals are delivered in accordance with the general principles and achieve high quality outputs and outcomes</li> <li>Pre-application stage negotiations with developers and their</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			agents	
<b>Risks:</b> <ul style="list-style-type: none"> <li>Disagreement on how the 'general principles' are to be implemented</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>Detailed discussion and negotiation at key stages in the application process</li> </ul>				
<b>Policy 14 –</b> Northern Fringe East and land surrounding Cambridge Science Park Station	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> <li>Quantum of development: the policy will be monitored through the processing of applications</li> <li>Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</li> <li>Proposals are not delivered in line with trajectories</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> <li>End of the development</li> </ul>
<b>Risks:</b> <ul style="list-style-type: none"> <li>Non-delivery</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>Discuss with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
<b>Policy 15 –</b> South of	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> <li>Quantum of development: The</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> <li>End of the</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Coldham's Lane			<p>policy will be monitored through the processing of applications</p> <ul style="list-style-type: none"> <li>• Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</li> <li>• Proposals are not delivered in line with trajectories</li> </ul>	development
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Discuss with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
<b>Policy 16 –</b> Cambridge Biomedical Campus (including Addenbrooke's Hospital)	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> <li>• Quantum of development: the policy will be monitored through the processing of applications and counted through the council's Annual Monitoring Report</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> <li>• End of the development</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<ul style="list-style-type: none"> <li>• Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</li> <li>• Proposals are not delivered in line with trajectories</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Discuss with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
<p><b>Policy 17 –</b> Southern Fringe Areas of Major Change</p>	<p>Delivery of the development</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• Quantum of development: the policy will be monitored through the processing of applications</li> <li>• Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> <li>• End of the development</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			the Quality Charter <ul style="list-style-type: none"> <li>• Proposals are not delivered in line with trajectories</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Discuss with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
<b>Policy 18 –</b> West Cambridge Area of Major Change	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> <li>• Quantum of development: the policy will be monitored through the processing of applications.</li> <li>• Quality of Development: The development will be assessed through an appropriate quality measure such as a Design Panel or against the Quality Charter.</li> <li>• Proposals are not delivered in line with trajectories.</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> <li>• End of the development</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<b>Risks:</b> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Discuss with Stakeholders stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
<b>Policy 19 –</b> NIAB 1 Area of Major Change	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> <li>• Quantum of development: the policy will be monitored through the processing of applications</li> <li>• Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</li> <li>• Proposals are not delivered in line with trajectories</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> <li>• End of the development</li> </ul>
<b>Risks:</b> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Discuss with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
<b>Policy 20 –</b> Station Areas West and	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> <li>• Quantum of development: the policy will be</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> <li>• End of the development</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Clifton Road Area of Major Change			<p>monitored through the processing of applications</p> <ul style="list-style-type: none"> <li>Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</li> <li>Proposals are not delivered in line with trajectories</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Discuss with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
Policy 21 – Mitcham’s Corner Opportunity Area	Ensuring that any projects which help deliver coordinated streetscape and public realm improvements are feasible, properly funded, effective and done to a high quality to help reinforce a strong sense of place for the area	Through the development management process and through careful coordination of any transport analysis, design and project management of proposals	<ul style="list-style-type: none"> <li>The policy will be monitored through the development management process and monitoring of any planning obligations expenditure</li> <li>Proposals are not delivered in line with trajectories</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<b>Risks:</b> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Discuss with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
<b>Policy 22 –</b> Eastern Gate Opportunity Area	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> <li>• Quantum of development: the policy will be monitored through the processing of applications</li> <li>• Quality of development: the policy will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</li> <li>• Proposals are not delivered in line with trajectories</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> <li>• End of the development</li> </ul>
<b>Risks:</b> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Discuss with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
<b>Policy 23 –Mill</b> Road Opportunity	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> <li>• Quantum of development: the policy will be</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> <li>• End of the development</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Area			<p>monitored through the processing of applications</p> <ul style="list-style-type: none"> <li>Quality of development: The development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</li> <li>Proposals are not delivered in line with trajectories</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Discuss with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
<b>Policy 24 –</b> Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area	Ensuring that any projects which help deliver coordinated streetscape and public realm improvements are feasible, properly funded, effective and done to a high quality to help re-enforce a strong sense of place for the area	Through the development management process and through careful coordination of any transport analysis, design and project management of proposals	<ul style="list-style-type: none"> <li>The policy will be monitored through the development management process and monitoring of any planning obligations expenditure</li> <li>Proposals are not delivered in line with trajectories</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Discuss with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
<p><b>Policy 25 –</b> Old Press/Mill Lane Opportunity Area</p>	<p>Ensuring that high quality development comes forward which will help reinforce a strong sense of place for the area and makes public realm and accessibility improvements</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• The policy will be monitored through the processing of applications</li> <li>• The number of all housing and student housing completed will be monitored</li> <li>• Proposals are not delivered in line with trajectories</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Discuss with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
<p><b>Policy 26 –</b> Site specific development opportunities</p>	<p>Delivery of the development</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• Quantum of development: the policy will be monitored through the processing of applications</li> <li>• Quality of development: the development will be</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<p>assessed through an appropriate quality measure such as a design panel or against the Quality Charter</p> <ul style="list-style-type: none"> <li>Proposals are not delivered in line with trajectories</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Discuss with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
<p><b>Section Four – Responding to climate change and managing Resources</b></p>				
<p>Policy 27 – Carbon reduction, community energy networks, sustainable design and construction and water use</p>	<ul style="list-style-type: none"> <li>How to ensure that the principles of sustainable design and construction are integrated into the design of new developments</li> <li>How to ensure that all new developments are designed to help minimise carbon reductions and reduce potable water consumption</li> </ul>	<p>Through the development management process through the submission of the following documents:</p> <ul style="list-style-type: none"> <li>submission of a Sustainability Statement as part of the design and access statement (DAS);</li> <li>submission of Code for Sustainable Homes and BREEAM pre-assessments;</li> <li>Interim and Final Code for Sustainable Homes and BREEAM certification to be submitted to the local</li> </ul>	<ul style="list-style-type: none"> <li>Number of housing completions delivered at Code Level 4 (or higher);</li> <li>Number of non-residential completions delivered at BREEAM ‘very good’/‘excellent’;</li> <li>Sustained high level of applications that are contrary to policy</li> </ul>	<ul style="list-style-type: none"> <li>Annually.</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
		<p>planning authority in order to discharge conditions;</p> <ul style="list-style-type: none"> <li>• submission of an energy strategy demonstrating energy and carbon savings and how these have been achieved using the hierarchical approach</li> </ul> <p>The following information would need to be submitted alongside any applications that fall within the Strategic District Heating Area:</p> <ul style="list-style-type: none"> <li>• Plans showing the pipe route and connection point to the wider network;</li> <li>• High level technical specification to enable compatibility to be checked;</li> <li>• Date of implementation and connection;</li> <li>• Details of financial contribution;</li> <li>• Feasibility and viability assessments; and</li> <li>• Energy Statement demonstrating carbon and</li> </ul>		

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
		energy savings		
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Developments (and the residents of new developments) are more vulnerable to the predicted impacts of our changing climate (e.g. higher temperatures, extreme weather events, flooding) if they are not designed to be resilient to these impacts</li> <li>• Continued increase in carbon emissions from new developments, exacerbating climate change</li> <li>• Increase in fuel poverty amongst Cambridge residents</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Engage with developers at an early stage in the design of new developments to ensure that the principles of sustainable design and construction are integrated</li> <li>• Development of further supplementary guidance and case studies of best practice</li> </ul>				
<p><b>Policy 28 –</b> Allowable solutions for zero carbon development</p>	<p>How to assist developers with their obligations under national zero carbon policy while at the same time ensuring that projects funded under allowable solutions benefit the Cambridgeshire economy and local residents</p>	<p>Links to the national verification and certification scheme proposed under the Zero Carbon Hubs work</p>	<ul style="list-style-type: none"> <li>• Links to the verification and certification scheme proposed under the Zero Carbon Hubs work</li> <li>• Sustained high level of applications that are contrary to policy</li> <li>• Money generated from the allowable solutions framework (ASF) going out of the region to fund projects elsewhere in the country</li> </ul>	<ul style="list-style-type: none"> <li>• Annually from 2016</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• That without appropriate mechanisms in place, developers will not be able to meet their obligations under national zero carbon obligation</li> <li>• Without a local energy fund, money generated in Cambridge will go into projects elsewhere in the country and as such will not be of direct benefit to the local economy and local residents</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Early engagement with developers to explain the benefits of the Cambridgeshire Community Energy Fund</li> </ul>				
<p><b>Policy 29 –</b> Renewable and low carbon energy generation</p>	<p>How to ensure that Cambridge has a positive strategy for the greater deployment of renewable and low carbon energy generation, while at the same time minimising any negative impact on the environment</p>	<p>The following information would need to be submitted for any planning applications involving renewable or low carbon energy generation:</p> <ul style="list-style-type: none"> <li>• information within the design and access statement as to how the proposal responds to local context, including impacts on the historic environment;</li> <li>• drawings showing the location of energy generation equipment, including height of flues where required;</li> <li>• noise impact assessments where required;</li> <li>• air quality impact assessment for any</li> </ul>	<ul style="list-style-type: none"> <li>• Number of low carbon and renewable energy installations by type</li> <li>• Total installed capacity of low carbon and renewable energy technologies by type</li> <li>• Sustained high level of applications that are contrary to policy</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
		development that has the potential to make air quality worse, by nature of its size, type or location		
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Renewable or low carbon energy projects could be developed that have a detrimental impact on the environment, including the historic environment, public health and local amenity</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers of renewable and low carbon energy proposals to ensure that all appropriate matters are considered and that appropriate mitigation measures are implemented where required</li> <li>Reference to the renewable energy mapping undertaken as part of the Decarbonising Cambridge Study and Cambridgeshire Renewables Infrastructure Framework Study to ensure that only technologies that are technically viable in Cambridge are implemented</li> </ul>				
<p><b>Policy 30 –</b> Energy-efficiency improvements in existing dwellings</p>	<p>How to encourage residents to improve the energy efficiency of their homes when they undertake extensions requiring planning permission</p>	<p>See Figure 1 at the end of this table for the process by which the policy will be implemented</p>	<ul style="list-style-type: none"> <li>The policy will be monitored through the processing of applications to determine what proportion of household extensions result in energy efficiency improvements Target: to reduce the proportion of people in fuel poverty, and to reduce city carbon</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			consumption more generally <ul style="list-style-type: none"> <li>• Sustained high level of applications that are contrary to policy (i.e. no improvements to energy efficiency)</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Carbon emissions from the existing housing stock continue to rise, further exacerbating climate change</li> <li>• Cases of fuel poverty continue to increase amongst Cambridge residents in the face of rising energy costs</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Promotion of the Council’s role in delivering the Green Deal</li> <li>• Guidance for residents on how to implement the energy efficiency measures sought by the policy</li> </ul>				
<b>Policy 31 –</b> Integrated water management and the water cycle	To ensure that an integrated approach to surface water management is applied to all development proposals in order that flood risk is not increased elsewhere	Applicants will be required to submit a drainage strategy as part of their planning application, outlining their approach	<ul style="list-style-type: none"> <li>• The policy will be monitored through the processing of applications</li> <li>• Sustained high levels of applications that are contrary to policy</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• If surface water runoff from new developments is not managed in an integrated way, the risk of surface water flooding will increase, both to the development itself and neighbouring properties/properties downstream of the development</li> <li>• Pollutants in surface water run-off from new developments could enter rivers and other watercourses, damaging the ecology of those watercourses. Groundwater supplies could also become contaminated</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Early engagement with developers to ensure that the principles of an integrated surface water management are embedded into all development proposals</li> <li>• Development of further supplementary guidance and case studies of best practice</li> </ul>				
<p><b>Policy 32 – Flood risk</b></p>	<p>To ensure that new developments are not at risk of flooding and do not increase the risk of flooding to areas and properties downstream of the development</p>	<p>Applicants will be required to submit an appropriate flood risk assessment as part of their planning application, outlining their approach</p>	<ul style="list-style-type: none"> <li>• The policy will be monitored through the processing of applications</li> <li>• Sustained high levels of applications that are contrary to policy</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Development could be at risk of flooding if it is located in an area defined as being at risk of flooding by the Environment Agency</li> <li>• New development could increase the risk of flooding to areas and properties downstream of the development</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Early engagement with developers to ensure that flood risk is appropriately dealt with</li> <li>• Development of further supplementary guidance and case studies of best practice</li> </ul>				
<p><b>Policy 33 – Contaminated land</b></p>	<ul style="list-style-type: none"> <li>• To ensure that there will be no adverse health impacts from ground contamination resulting from existing/previous</li> </ul>	<p>See Figure 2 at the end of this table for the process of implementing this policy</p>	<ul style="list-style-type: none"> <li>• The policy will be monitored through the processing of applications</li> <li>• Sustained high levels</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
	uses of sites <ul style="list-style-type: none"> <li>There will be no adverse impacts, from ground contamination, to the surrounding occupiers and environment, caused by the development</li> </ul>		of applications that are contrary to policy	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Public health could be put at risk if development were to take place on land that is not suitable and safe for the proposed use</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers to ensure that issues of contaminated land are dealt with early on in the application process</li> <li>Development of further supplementary guidance</li> </ul>				
<b>Policy 34 –</b> Light pollution control	To ensure that all new development is appropriately lit while minimising light pollution	Applicants will be required to submit the following information as part of their planning application: <ul style="list-style-type: none"> <li>an assessment of the need for lighting – a statement setting out why a lighting scheme is required, the proposed users and the frequency and length of use in terms of hours of illumination;</li> <li>a site survey showing the area to be lit relative to the surrounding area, the existing landscape features</li> </ul>	<ul style="list-style-type: none"> <li>The policy will be monitored through the processing of applications</li> <li>Sustained high levels of applications that are contrary to policy</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
		<p>together with proposed landscape features to mitigate the impacts of the proposed lighting. This should be designed in accordance with the Institution of Lighting Engineers' (ILE) <a href="#">guidance on environmental zones</a>, depending on which one(s) are relevant; and the ILE Guidance notes for the reduction of obtrusive light; and</p> <ul style="list-style-type: none"> <li>the design of the lighting proposed – a technical report prepared by a qualified lighting engineer or lighting company setting out the type of lights, performance, height and spacing of lighting columns is required. The light levels to be achieved over the intended area, at the site boundaries and, for large schemes, 50m outside of the boundary of the site should be superimposed on</li> </ul>		

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
		the plan		
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Light pollution can have adverse impacts on the visibility of the night sky, cause harm to residential amenity by disturbing peoples' sleep, cause disturbance to wildlife and presents a form of visual intrusion in the landscape</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers to ensure that light pollution is designed out of schemes, with reference to available best practice guidance</li> <li>The implementation of mitigation measures where appropriate will be required</li> </ul>				
<p><b>Policy 35 –</b> Protection of human health from noise and vibration</p>	<p>To ensure that development will not lead to significant adverse effects, including cumulative effects, on health and amenity from noise and vibration</p>	<p>Noise assessments will need to be submitted for the following types of application:</p> <ul style="list-style-type: none"> <li>major developments;</li> <li>sites which include noise-sensitive development located close to existing noise sources; and</li> <li>sites that include noisy activities or plant or activities that operate at unsocial hours</li> </ul>	<ul style="list-style-type: none"> <li>The policy will be monitored through the processing of applications</li> <li>Sustained high levels of applications that are contrary to policy</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Noise not only causes annoyance, but can also cause serious disturbance such as the loss of sleep. Research by the World Health Organisation has shown that noise can cause measurable health effects</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers to ensure that noise pollution is deal with early on in the application process</li> <li>The implementation of mitigation measures where appropriate will be required</li> </ul>				
<p><b>Policy 36 – Air</b> quality, odour and dust</p>	<p>The need to ensure that new development proposals do not have a detrimental impact on</p>	<p>Developers of sites that are sensitive to pollution, and located close to existing air polluting or</p>	<ul style="list-style-type: none"> <li>Air quality in and outside AQMA. Target: to improve,</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
	air quality or cause additional pollution from odour and dust	<p>fume/odour generating sources will be required to submit a relevant assessment which shows the impact upon their development</p> <p>Developers of sites that include sources of air pollution, including dust, fumes and odour will be required to submit a relevant assessment which shows the impact of their development</p> <p>Developers of major sites, or sites within or adjacent to an air quality management area would be required to submit a dust risk assessment/management and/or an air quality assessment.</p> <p>The process for determining the significance of air quality is outlined in Figure 3 at the end of this table</p>	especially within AQMA	

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Continuing degradation of air quality in Cambridge has the potential to cause significant public health issues</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers to ensure that development that has the potential to impact on air quality mitigate any impact</li> <li>Development of further supplementary guidance</li> </ul>				
<p><b>Policy 37 –</b> Cambridge Airport Public Safety Zone and Air Safeguarding Zones</p>	<p>To ensure that development will not lead to significant adverse effects on public safety and on the operational safety of the airport</p>	<p>Developers of sites within the zones will be required to show in their design and access statement how they have addressed the policy requirements in designing the development</p>	<ul style="list-style-type: none"> <li>Data is used as a constraint in planning applications</li> <li>Sustained level of applications that are approved contrary to policy</li> </ul>	<ul style="list-style-type: none"> <li>Where relevant</li> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>That without appropriate mechanisms in place, development will take place which impacts detrimentally on public safety and the safe operation of the airport</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers to explain the constraints and design development to avoid adverse impacts</li> </ul>				
<p><b>Policy 38 –</b> Hazardous installations</p>	<p>To ensure that development will not lead to significant adverse effects on public safety and on the operational safety of hazardous installations and gas pipelines</p>	<p>Developers of sites within the buffer zones will be required to show in their design and access statement how they have addressed the policy requirements in designing the development</p>	<ul style="list-style-type: none"> <li>Data is used as a constraint in planning applications and the council will maintain a register of sites</li> <li>The policy will be monitored through the processing of</li> </ul>	<ul style="list-style-type: none"> <li>Where relevant</li> <li>Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			applications <ul style="list-style-type: none"> <li>• Sustained numbers of developments proposed and approved within the buffer zones for hazardous installations and gas pipelines (as maintained as constraints data by the council)</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• That without appropriate mechanisms in place, development will take place which impacts detrimentally on public safety and the safe operation of hazardous installations, including high pressure gas pipelines</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Early engagement with developers to explain the constraints and design development to avoid adverse impacts</li> </ul>				
<p><b>Policy 39 –</b> Mullard Radio Astronomy Observatory, Lord’s Bridge</p>	<p>To ensure that development does not impact detrimentally upon the effective operation of the observatory</p>	<p>Developers of sites within the zones will be required to show in their design and access statement how they have addressed the policy requirements in designing the development</p>	<ul style="list-style-type: none"> <li>• Data is used as a constraint in planning applications</li> <li>• The policy will be monitored through the processing of applications</li> <li>• Sustained numbers of developments proposed and</li> </ul>	<ul style="list-style-type: none"> <li>• Where relevant</li> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			approved within the consultation zones (as maintained as constraints data by the council)	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>That without appropriate mechanisms in place, development will take place which impacts detrimentally on the effective operation of the observatory</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers to explain the constraints and design development to avoid adverse impacts</li> </ul>				
<b>Section Five – Supporting the Cambridge economy</b>				
<p><b>Policy 40 –</b> Development and expansion of business space</p>	<p>How to best support the Cambridge economy</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>Monitoring of new business space: amount of B1(a), B1(b), B1(c), B2, B8 and ‘sui generis’ research in ha and sq m, including at the specific sites mentioned in the policy (county business completions)</li> <li>Sustained shortages of employment land, either research and development land or otherwise</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>This policy replaces the long-standing policy of Selective Management of the Economy. The previous policy sought to restrict the occupation of new employment land to hi-tech businesses or businesses that served the local area, to ensure that there was sufficient land for the Cambridge Phenomenon to continue to flourish. Evidence is such that this is no longer needed, as there is a plentiful supply of land for research and development. However, when this restriction is removed will this continue to be the case, also will there continue to be the space for businesses that serve the hi-tech cluster?</li> <li>Any change of such a fundamental policy is likely to have consequences, the full implications of which cannot be foreseen now. For example, will the lifting of restrictions increase the rents on business space, harming entrants to the market?</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Review the change in policy through an in-depth study of the Cambridge economy</li> </ul>				
<p><b>Policy 41 –</b> Protection of business space</p>	<p>How to best support the Cambridge economy: ensure there is a sufficient supply of employment land</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>Monitoring of loss of business space: amount of B1(a), B1(b), B1(c), B2, B8 and sui generis research in ha and sq m, including within protected industrial sites (county business completions)</li> <li>Sustained shortages of employment land</li> <li>Sustained and numerous empty business units</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Allowing the loss of too much business space, such that it harms the local economy</li> <li>• The policy being too strict such that sites are left empty and unused. N.B. care must be taken when considering this as it may be a function of other effects (e.g. the national economy) and not the policy</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents</li> </ul>				
<p><b>Policy 42 –</b> Connecting new developments to digital infrastructure</p>	<p>Connecting developments to high quality digital infrastructure</p>	<p>Through the development management process, developers will have to engage with broadband providers to ensure developments are connected to digital infrastructure from the outset</p>	<ul style="list-style-type: none"> <li>• Percentage of planning permissions connected to high capacity broadband (monitored through the processing of applications)</li> <li>• Sustained levels of applications where this policy has not been applied</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Lack of joint working between key stakeholders, leading to lack of or late delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents</li> </ul>				
<p><b>Policy 43 –</b> University faculty development</p>	<p>Supporting the growth of the universities in Cambridge</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• Monitoring of new university faculty space: amount of faculty, research and university administrative</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<p>development in ha and sq m, including the specific sites mentioned in the policy. Number of times policy used and amount of floorspace/ha</p> <ul style="list-style-type: none"> <li>• Sustained shortages of land for university faculty development</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Insufficient supply of land to support the growth of the universities</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Seek further engagement with the universities</li> </ul>				
<p><b>Policy 44 –</b> Specialist colleges and language schools</p>	<p>Supporting the growth of specialist colleges and language schools where they seek to take care of the additional needs (e.g. housing) that they generate</p>	<p>Through the development management process. Developers will need to engage with providers of residential accommodation, social and amenity facilities where required</p>	<ul style="list-style-type: none"> <li>• Monitoring of new specialist colleges: amount of floorspace for secretarial and tutorial colleges, language schools, pre-university foundation courses and crammer schools in ha and sq m. Number of times policy used and amount of</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			floorspace/ha. Monitoring consequential residential accommodation, social and amenity facilities (monitored through the processing of applications) <ul style="list-style-type: none"> <li>• Sustained levels of applications where this policy has not been applied</li> </ul>	
<b>Risks:</b> <ul style="list-style-type: none"> <li>• Lack of joint working between key stakeholders</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents</li> </ul>				
<b>Section Six – Providing a balanced supply of housing</b>				
<b>Policy 45 – Affordable housing and dwelling mix</b>	Supporting the delivery of a range of affordable housing	Through the development management process, with input on viability and type of housing provided by Strategic Housing and Planning Policy officers	<ul style="list-style-type: none"> <li>• The policy will be monitored through the processing of applications</li> <li>• The number of affordable housing units delivered in the monitoring year</li> <li>• Sustained lack of</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			delivery of affordable housing	
<b>Risks:</b> <ul style="list-style-type: none"> <li>Lack of delivery of affordable housing</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>Review the policy approach and seek further engagement with developers and agents</li> </ul>				
<b>Policy 46 –</b> Development of student housing	Supporting the delivery of high quality student accommodation with no adverse impacts on the surrounding area	Through the development management process	<ul style="list-style-type: none"> <li>The policy will be monitored through the processing of applications</li> <li>Sustained complaints to the council about student accommodation delivered under this policy</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<b>Risks:</b> <ul style="list-style-type: none"> <li>Student accommodation being delivered is of a poor quality and has significant adverse impacts on the surrounding area</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>Review the policy approach and seek further engagement with developers, universities and colleges</li> </ul>				
<b>Policy 47 –</b> Specialist housing	Supports the development of housing for vulnerable people where there is an identified need	Through the development management process, developers will need to show that they have given appropriate consideration to the level of need for the form of development in Cambridge. Given the presence of the county-wide	<ul style="list-style-type: none"> <li>The policy will be monitored through the processing of applications</li> <li>The number of care home bedrooms and extra care units</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
		Extra Care Commissioning Strategy, it is sensible to monitor for delivery of schemes to meet an identified need. In the case of housing for other vulnerable people, it is considered that these schemes can be very specialised and come forward only rarely	<p>delivered in the monitoring year</p> <ul style="list-style-type: none"> <li>• Sustained shortages of specialist accommodation.</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Insufficient supply of accommodation to meet identified need</li> <li>• Increase in unsustainable journeys due to vulnerable people having to be relocated out of the city to alternative accommodation in other districts</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Seek further engagement with the County Council and developers</li> </ul>				
<b>Policy 48 –</b> Housing in multiple occupation	Supports the development of housing in multiple occupation where specific criteria are met	Through the development management process. In some cases, applications may come forward due to licensing and enforcement processes	<ul style="list-style-type: none"> <li>• The policy will be monitored through the processing of applications.</li> <li>• Sustained shortages of housing in multiple occupation</li> <li>• Sustained number of complaints about the quality of housing in multiple occupation provided which required planning permission</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<b>Risks:</b> <ul style="list-style-type: none"> <li>• Insufficient supply of housing in multiple occupation to meet need</li> <li>• Poor quality housing in multiple occupation coming forward with adverse impacts on surrounding area</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents</li> </ul>				
<b>Policy 49 –</b> Provision for Gypsies and Travellers	Supports the development of pitch provision for Gypsies and Travellers where there is an identified need	Through the development management process and through engagement with neighbouring authorities	<ul style="list-style-type: none"> <li>• The policy will be monitored through the processing of applications</li> <li>• The number of pitches delivered in the monitoring year</li> <li>• Sustained shortages of pitch provision for Gypsies and Travellers with associated sustained unauthorised encampments within the city</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<b>Risks:</b> <ul style="list-style-type: none"> <li>• No provision of permanent or transit pitches or emergency stopping places for Gypsies and Travellers is made</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Seek further engagement with neighbouring authorities, review evidence of need and engage with developers and agents</li> </ul>				
<b>Policy 50 –</b> Residential space standards	Supports the delivery of homes with sufficient internal and external space to provide a good quality of amenity	Through the development management process	<ul style="list-style-type: none"> <li>• The policy will be monitored through the processing of applications</li> </ul>	<ul style="list-style-type: none"> <li>• Per application and annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<ul style="list-style-type: none"> <li>Sustained number of applications coming forward which do not adhere to the policy</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Development does not come forward due to space requirements</li> <li>Development comes forward without due regard to space standards</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers and agents</li> </ul>				
<b>Policy 51 –</b> Lifetime Homes and Lifetime Neighbourhoods	Supports the delivery of the Lifetime Homes standards for all homes and the provision of a specified percentage of housing to meet Wheelchair Housing Design Standards.	Through the development management process	<ul style="list-style-type: none"> <li>The policy will be monitored through the processing of applications</li> <li>Sustained shortage of housing provided to meet Lifetime Homes and Wheelchair Housing Design Standards</li> </ul>	<ul style="list-style-type: none"> <li>Per application and annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Insufficient supply of housing to meet Wheelchair Housing Design Standards</li> <li>Sustained number of applications coming forward which fail to meet the policy's requirements</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers and agents</li> </ul>				
<b>Policy 52 –</b> Protecting garden land	Supports residential development on garden land only where applications meet	Through the development management process	<ul style="list-style-type: none"> <li>The policy will be monitored through the processing of</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
and the subdivision of existing dwelling plots	specific criteria		<p>applications. All completions following planning applications for residential development on garden land will be monitored</p> <ul style="list-style-type: none"> <li>• Sustained numbers of applications approved which contravene the policy approach</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Sustained numbers of approved applications lead to the loss of significant amounts of amenity space, with associated negative impacts on biodiversity and quality of life etc</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Seek early engagement with developers and agents</li> </ul>				
<b>Policy 53</b> –Flat conversions	Supports the development of flat conversions subject to the fulfilment of criteria	Through the development management process	<ul style="list-style-type: none"> <li>• The policy will be monitored through the processing of applications. All completions following planning applications for flat conversions will be monitored</li> <li>• Sustained applications which</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			lead to adverse impacts on amenity	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Sustained numbers of approved applications lead to the loss of significant amounts of family housing and associated impacts on amenity and car parking</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Review policy approach</li> </ul>				
<p><b>Policy 54 – Residential moorings</b></p>	<p>Supports the development of residential moorings, subject to the fulfilment of criteria</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>The policy will be monitored through the processing of applications. The number of moorings delivered under this policy in give year will be monitored</li> <li>Sustained applications which lead to adverse impacts on amenity</li> <li>Sustained difficulties with unauthorised moorings in Cambridge</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Sustained applications which lead to adverse impacts on amenity</li> <li>Lack of provision for residential moorings</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with the Conservators of the River Cam</li> </ul>				

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<b>Policy 55 –</b> Responding to context	Ensuring that development proposals respond to their contexts e.g. surrounding built environment, particularly as part of pre-application discussions	Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as stakeholders including developers and their agents, design review panels and members when making decisions	<ul style="list-style-type: none"> <li>• The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure all proposals to respond their contexts</li> <li>• Pre-application stage negotiations with developers and their agents</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<b>Risks:</b> <ul style="list-style-type: none"> <li>• Lack of agreement on what constitutes “context” with developers and their agents.</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Detailed discussion and negotiation at key stages in the application process.</li> </ul>				
<b>Policy 56 –</b> Creating successful places	Ensuring that development proposals create well-planned places, particularly as part of pre-application discussions	Normally as part of assessments of a planning application by a range of Council officers especially in development management, as well as stakeholders including developers and their agents, design review panels and members when making decisions	<ul style="list-style-type: none"> <li>• The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure all proposals create successful places</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<ul style="list-style-type: none"> <li>Pre-application stage negotiations with developers and their agents</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Disagreement on what constitutes as “successful” place, particularly in relation to design matters</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Detailed discussion and negotiation at key stages in the application process.</li> </ul>				
<b>Policy 57 –</b> Designing new buildings	Ensuring that new buildings are designed to the highest possible level of quality	Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as stakeholders including developers and their agents, design review panels and members when making decisions	<ul style="list-style-type: none"> <li>The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure all buildings are designed to the highest level of quality</li> <li>Normally at pre-application stages and decision making stages</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Disagreement on what constitutes a well designed new building, particularly with architects and their clients</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Detailed discussion and negotiation at key stages in the application process</li> </ul>				

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<b>Policy 58 –</b> Altering and extending existing buildings	Ensuring that alterations and extensions to buildings are done to a high standard of design	Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as stakeholders including developers and their agents and members when making decisions	<ul style="list-style-type: none"> <li>• The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure all alterations and extensions to buildings are designed to the highest level of quality</li> <li>• Normally at pre-application stages and decision making stages</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Disagreement on what constitutes a well designed alteration or extension to a building, particularly with architects and their clients</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Detailed discussion and negotiation at key stages in the application process</li> </ul>				
<b>Policy 59 –</b> Designing landscape and the public realm	Ensuring that new landscape and public realm works as part of development proposals are designed to a high standard	Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as stakeholders including developers and their agents, design	<ul style="list-style-type: none"> <li>• The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
		review panels and members when making decisions	<p>to time. Target should be to ensure all landscape and public realm works are designed to the highest level of quality</p> <ul style="list-style-type: none"> <li>• Normally at pre-application stages and decision making stages</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Disagreement on what constitutes a well designed landscape or public realm, particularly with landscape architects and their clients</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Detailed discussion and negotiation at key stages in the application process</li> </ul>				
<b>Policy 60</b> –Tall buildings and the skyline in Cambridge	Ensuring that new buildings defined as ‘tall’ are appropriate in their immediate and wider townscape of the city. Ensuring that the assessment criteria in the policy is properly understood and applied	Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as stakeholders including developers and their agents, design review panels and members when making decisions	<ul style="list-style-type: none"> <li>• The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure any new tall buildings are appropriate, well designed and sustainable</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<ul style="list-style-type: none"> <li>Normally at pre-application stages and decision making stages</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Disagreement on what constitutes a well designed landscape or public realm, particularly with landscape architects and their clients</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Detailed discussion and negotiation at key stages in the application process</li> </ul>				
<p><b>Policy 61 –</b> Conservation and enhancement of Cambridge’s historic environment</p>	<p>Quality of applications and of post consent Implementation of works</p>	<p>Delivery via the development process (including pre-application) and the various partners involved</p>	<ul style="list-style-type: none"> <li>Conservation Officer and English Heritage positive recommendation on application proposals and discharge of conditions</li> <li>Supportive appeal decisions</li> <li>Consistently poor information submitted. Loss of /substantial harm to designated historic assets in spite of policy</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<b>Risks:</b> <ul style="list-style-type: none"> <li>• Lack of analysis of significance of assets. Lack of justification for works proposed. Harm to historic environment</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Query application registration requirements? Guidance on improving submitted material? Address implementation issues</li> </ul>				
<b>Policy 62 –</b> Local heritage assets	Do decisions reflect the policy with regard to alteration or demolition?	Delivered through decisions on development applications by Members/Officers.	<ul style="list-style-type: none"> <li>• Assets no longer justifying being on the list as a result of development</li> <li>• Loss of local heritage assets</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<b>Risks:</b> <ul style="list-style-type: none"> <li>• Loss of /harm to assets</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Consider Article 4 directions. Promotion of list</li> </ul>				
<b>Policy 63 –</b> Works to a heritage asset to address climate change	Lack of assessment of existing fabric. Lack of monitoring of implemented measures	Delivered via Conservation Officer assessment of adequacy of information submitted with applications/conditions	<ul style="list-style-type: none"> <li>• Conservation Officer and English Heritage positive recommendations on application proposals</li> <li>• Lack of post-construction monitoring information being submitted</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<b>Risks:</b> <ul style="list-style-type: none"> <li>• Extent of monitoring of measures impact on historic fabric</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Action to follow-up conditions / remediation work</li> </ul>				
<b>Policy 64 –</b> Shopfronts, signage and shop security measures	Consistency with Shopfront Design Guide. Unauthorised work	Delivered through quality of applications proposals	<ul style="list-style-type: none"> <li>• Whether positive Officer recommendation on application proposals</li> <li>• Loss of features</li> <li>• Public perception</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<b>Risks:</b> <ul style="list-style-type: none"> <li>• Unauthorised work</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Enforcement</li> </ul>				
<b>Policy 65 –</b> Visual pollution	Ensuring that the character and setting of the city is not adversely impacted on by forms of visual pollution, including advertising, street furniture and signage	Through the development management process	<ul style="list-style-type: none"> <li>• This will be monitored through the processing of applications and serving of enforcement notices</li> <li>• Sustained applications which lead to adverse impacts on amenity and the character and setting of the public realm</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• An accumulation of street and building clutter leading to adverse impacts on amenity and the character and setting of the public realm</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Early engagement with promoters of schemes</li> </ul>				
<p><b>Policy 66 –</b> Paving over front gardens</p>	<p>Ensuring that applications to pave over front gardens do not have a negative impact on drainage, the character of residential areas and biodiversity</p>	<p>Through the development management process. Applicants would need to submit a plan showing what paving is to be used and details of how it is to be drained. The smallest area of non-permeable paving possible should be used</p>	<ul style="list-style-type: none"> <li>• This will be monitored through the processing of applications and serving of enforcement notices</li> <li>• An increase in the number of enforcement notices served for failure to apply for planning permission</li> <li>• An increase in surface water flooding in parts of the city</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• That the gradual paving over of front gardens could lead to an increase in surface water flooding in parts of the city and subsequent pollution of watercourses and ground water supplies</li> <li>• That the cumulative impact of the loss of front gardens could lead to a loss of the residential character of streets, giving rise to the loss of walls and other features that may have contributed positively to the character and appearance of an area</li> <li>• That the loss of front garden habitats could lead to a net loss in biodiversity</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Provide guidance for residents to encourage the use of permeable materials where front gardens are to be converted, and guidance on how to take a sensitive approach to provision of car parking in front gardens</li> </ul>				
<p><b>Policy 67 –</b> Protection of open space</p>	<p>Ensuring that social and environmental gains are sought jointly and simultaneously through the planning system</p>	<p>By taking a positive approach to decision making that reflects the presumption in favour of sustainable development contained in the NPPF</p>	<ul style="list-style-type: none"> <li>• Proportion of applications that are granted planning permission involving the loss of protected open spaces. Target: to minimise</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Pressure for university and other institutions to expand overrides protection of protected open spaces</li> <li>• Value of protected open spaces is overridden by value of development proposal by Planning Inspectorate on appeal</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Continue to vigorously defend protected open spaces and seek alternative solution through design to minimise loss of protected open space</li> </ul>				
<p><b>Policy 68 –</b> Open space and recreation provision through new development</p>	<p>Ensuring that social and environmental gains are sought jointly and simultaneously through the planning system</p>	<p>By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF Specific delivery mechanism:</p>	<ul style="list-style-type: none"> <li>• Proportion of applications that are granted planning permission which deliver public open space on-site.</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
		adopted Open Space and Recreation Standards, adopted Open Space and Recreation Strategy	Target: to maximise	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Proposals that generate a contribution for open space provision fail to provide on-site open space provision especially in areas with an identified deficiency in public open space</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Provide robust policy reason for residential proposals providing on-site provision, especially in areas with an identified deficiency in public open space</li> </ul>				
<b>Policy 69 –</b> Protection of sites of local nature conservation importance	Ensuring that environmental gains are sought jointly and simultaneously through the planning system	By taking a positive approach to decision making that reflects the presumption in favour of sustainable development contained in the NPPF Specific delivery mechanism: adopted Cambridgeshire Green Infrastructure Strategy, national and local habitat action plans (LHAPs) and national and local species action plans (LSAPs)	<ul style="list-style-type: none"> <li>Proportion of applications that are granted planning permission contrary to the advice of the Nature Conservation Officer. Target: to maximise</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Proposals granted planning consent that have an adverse effect on a site of local nature conservation importance</li> <li>Proposals fail to take account of specific delivery documents related to sites of local nature conservation importance</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents</li> </ul>				
<b>Policy 70 –</b> Protection of	Ensuring that environmental gains are sought jointly and	By taking a positive approach to decision-making that reflects the	<ul style="list-style-type: none"> <li>Proportion of applications that are</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
priority species and habitats	simultaneously through the planning system	presumption in favour of sustainable development contained in the NPPF Specific delivery mechanism: adopted Cambridgeshire Local Biodiversity Action Plans	granted planning permission contrary to the advice of the Nature Conservation Officer. Target: to maximise	
<b>Risks:</b> <ul style="list-style-type: none"> <li>Proposals granted planning consent that have an adverse effect on priority species and habitats</li> <li>Proposals fail to take account of specific delivery documents related to the protection of priority species and habitats</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents</li> </ul>				
<b>Policy 71 – Trees</b>	Ensuring that environmental gains are sought jointly and simultaneously through the planning system	By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF Specific delivery mechanism: adopted Tree Strategy	<ul style="list-style-type: none"> <li>The number of Tree Protection Orders granted will be monitored on an annual basis. The number of trees planted by the City Council will also be monitored</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<b>Risks:</b> <ul style="list-style-type: none"> <li>Proposals granted planning consent that have an adverse effect on trees</li> <li>Proposals fail to take account of documents related to development involving trees</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents</li> </ul>				
<b>Section Eight – Services and local facilities</b>				
<b>Policy 72 – Development</b>	Ensuring that the district, local and neighbourhood centres	Through the development management process	<ul style="list-style-type: none"> <li>The health and composition of the</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
and change of use in district, local and neighbourhood centres	remain healthy with a suitable mix of uses and few vacancies		district, local and neighbourhood centres will be monitored by the annual shopping survey. <ul style="list-style-type: none"> <li>• The proportion of retail (A1) uses in the district centres should not fall below 55 per cent</li> </ul>	
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>• Pressure for new development that fails to support the vibrancy and vitality of the district, local and neighbourhood centres</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents</li> </ul>				
<b>Policy 73 –</b> Community and leisure facilities	Ensuring that economic, social and environmental gains are sought jointly and simultaneously through the planning system	By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF	<ul style="list-style-type: none"> <li>• Proposals that deliver new types of community and/ or leisure facilities will be monitored. Given the varied use classes of community facilities, the change in net floorspace for D1 and sui generis uses that fulfil a community or leisure use role will be monitored</li> <li>• Proposals involving the loss of community and/ or leisure facilities will</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			be monitored	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Limited opportunities for replacement facilities to provide either better or comparable facilities in highly accessible areas</li> <li>Pressure for 'quick win' developments</li> <li>Clarity and quality of evidence required for proposals that involve the loss of a facility</li> <li>Lack of commitment from applicants to deliver a usable community space</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Ensure requirements for any replacement or proposed loss of a facility are clarified at the pre-application stage</li> </ul>				
<b>Policy 74 –</b> Education facilities	Ensuring that social gains are sought jointly and simultaneously through the planning system	By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF	<ul style="list-style-type: none"> <li>The number of new education facilities granted planning permission will be monitored</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Limited opportunities for new/replacement facilities to provide either better or comparable facilities in highly accessible areas</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with the local children's services authority (Cambridgeshire County Council) and developers</li> </ul>				
<b>Policy 75 –</b> Healthcare facilities	Ensuring that social gains are sought jointly and simultaneously through the planning system	By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF	<ul style="list-style-type: none"> <li>The number of new healthcare facilities granted planning permission will be monitored</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Pressure for 'quick win' developments</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with the local commissioning groups and developers</li> </ul>				
<b>Policy 76 –</b> Protection of	Ensuring that economic, social and environmental gains are	By taking a positive approach to decision-making that reflects the	<ul style="list-style-type: none"> <li>Monitor the number of public houses that are</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
public houses	sought jointly and simultaneously through the planning system	presumption in favour of sustainable development contained in the NPPF	operating as a pub in March. The list of safeguarded sites will also be updated. If new public houses are established then these should be assessed for inclusion. Similarly, where development has occurred on a safeguarded site that prevents return to public house use (e.g. where a public house has been demolished and replaced with residential flats) then this site would be removed from the list of safeguard sites. It should be noted that a safeguarded site with unimplemented planning permission would not be removed from the list of safeguarded sites until the planning consent has been implemented	

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<ul style="list-style-type: none"> <li>Sustained loss of safeguarded public houses/public house sites</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Pressure for ‘quick win’ developments</li> <li>Clarity and quality of evidence required for proposals that involve the loss of a public house</li> <li>Limited awareness of incremental proposals affecting the long-term viability of a public house</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Ensure requirements for any on-site developments or proposed loss of a facility are clarified at the pre-application stage</li> </ul>				
<p><b>Policy 77 –</b> Development and expansion of hotels</p>	<p>Support the growth of hotels to meet needs</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>Monitoring of new hotels, including aparthotels and serviced apartments: amount in ha and sq m, including the specific sites mentioned in the policy (county business completions)</li> <li>For serviced hotels and serviced apartments, also monitoring affordable housing provision (monitored through the processing of applications)</li> <li>Sustained shortages of hotels</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<b>Risks:</b> <ul style="list-style-type: none"> <li>Hotel needs not met (possible given the competition for land in Cambridge).</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents.</li> </ul>				
<b>Policy 78 –</b> Redevelopment or loss of hotels	How to best support the Cambridge tourist economy: ensure there is a sufficient supply of hotels	Through the development management process	<ul style="list-style-type: none"> <li>Monitoring of redevelopment of hotels in the city centre: amount of floorspace gained / lost in ha and sq m (county business completions)</li> <li>Sustained shortages of hotels</li> <li>Sustained and numerous empty hotels</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<b>Risks:</b> <ul style="list-style-type: none"> <li>Allowing the loss of too many hotels, such that it fails to support tourism in Cambridge</li> <li>The policy being too strict, such that sites are left empty and unused. N.B. care must be taken when considering this, as it may be a function of other effects (e.g. the national economy) and not the policy</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents</li> </ul>				
<b>Policy 79 –</b> Visitor attractions	How to best support the Cambridge tourist economy: manage new visitor attractions	Through the development management process	<ul style="list-style-type: none"> <li>Monitoring of new visitor attractions: amount of floorspace gained / lost in ha and sq m (City Council Annual Monitoring)</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

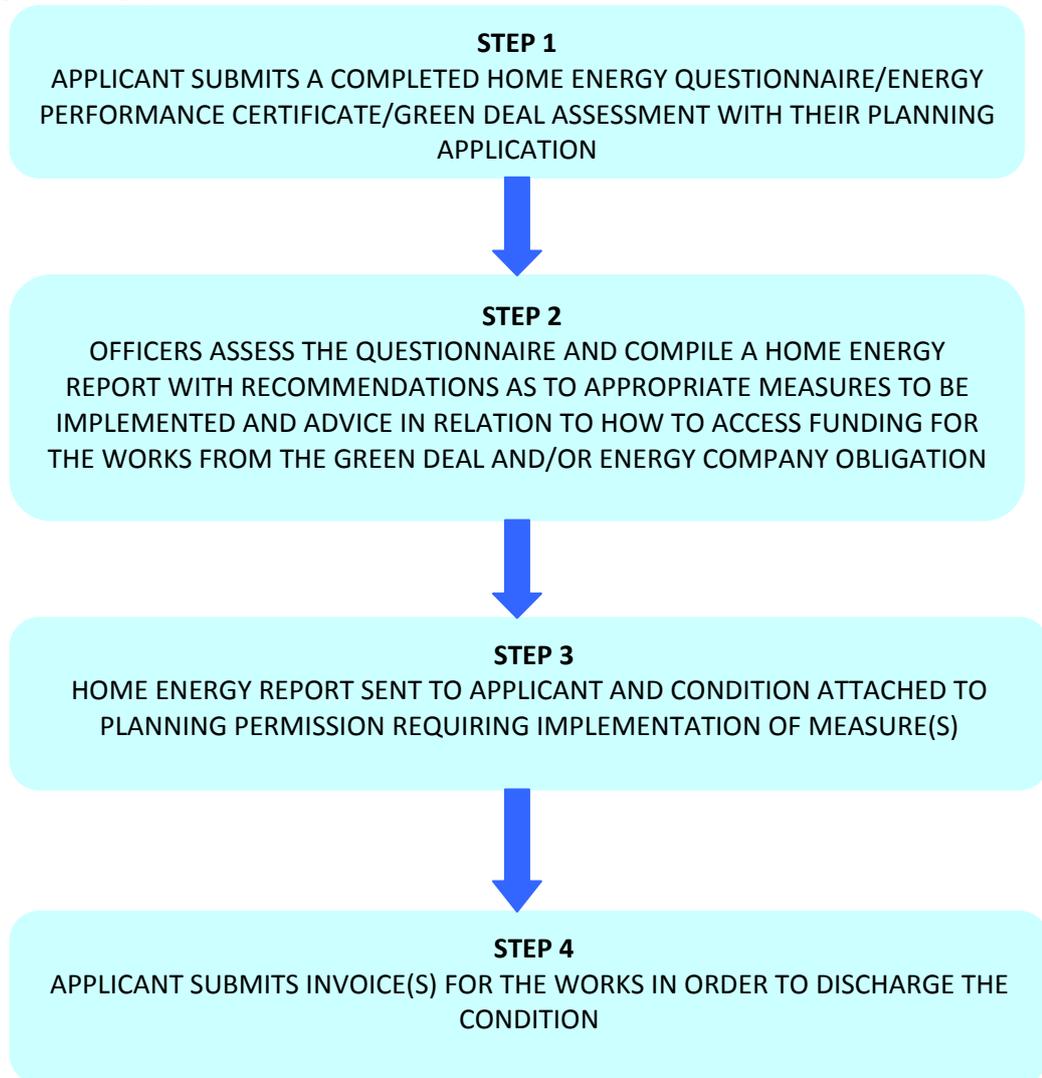
Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			Report / policy monitoring) <ul style="list-style-type: none"> <li>• Lack of applications for new / enhanced visitor attractions</li> </ul>	
<b>Risks:</b> <ul style="list-style-type: none"> <li>• Failing to diversify visitor attraction offer</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents</li> </ul>				
<b>Section Nine – Providing infrastructure to support development</b>				
<b>Policy 80 –</b> Supporting sustainable access to development	To ensure that new development in Cambridge is accessible to all, and promotes sustainable modes of travel primarily	Through the development management process and in conjunction with the highways authority	<ul style="list-style-type: none"> <li>• Implemented and monitored through the processing of planning applications. The policy usage will be monitored</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<b>Risks:</b> <ul style="list-style-type: none"> <li>• Infrastructure costs for developments in areas of low existing accessibility likely to be significant, potentially impacting on viability of some smaller developments</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Policies are strongly linked to those within the emerging County Council Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)</li> </ul>				
<b>Policy 81 –</b> Mitigating the transport impact of development	To negate or reduce the transport related impacts of new development	Through the development management process and in conjunction with the highways authority.	<ul style="list-style-type: none"> <li>• Implemented and monitored through the processing of planning applications. The policy usage will be monitored</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• If the policy doesn't work, the cumulative transport impacts of a development could be worse than the existing conditions</li> <li>• For example, in some instances, the impacts of developments could be more significant than predicted in transport modelling (and any transport assessment carried out prior to approval being given). This could mean any mitigation measures proposed at the outset are insufficient</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Policies are strongly linked to those within the emerging County Council Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)</li> </ul>				
<p><b>Policy 82 –</b> Parking management</p>	<p>To promote cycling by providing the adequate provision and quality of cycle parking</p> <p>To ensure a balance between providing enough car parking spaces to prevent indiscriminate street parking in the surrounding area while not making car travel a more convenient mode than walking, cycling and public transport</p>	<p>Through the development management process and in conjunction with the highways authority</p>	<ul style="list-style-type: none"> <li>• Implemented and monitored through the processing of planning applications. The policy usage will be monitored</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• The policy favours minimising car parking and under-provision can lead to negative impacts on surrounding streets if the street management in the area is not sufficient. This requires good cooperation with the highways authority</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Policies are strongly linked to those within the emerging County Council Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)</li> </ul>				

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<b>Policy 83 – Aviation development</b>	To ensure that development at Cambridge Airport takes place without having a detrimental impact on residential amenity and the wider environment	Through the development management process	<ul style="list-style-type: none"> <li>The policy will be monitored through the processing of applications</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Inappropriate levels of development at Cambridge Airport could have negative impacts on the environment and the quality of life of local residents</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with Cambridge Airport</li> </ul>				
<b>Policy 84 – Telecommunications</b>	Ensuring that applications for telecommunications development are appropriately sited giving consideration to mast and site sharing, do not cause interference to other equipment, and minimise visual impact	Through the development management process	<ul style="list-style-type: none"> <li>The policy will be monitored through the processing of applications</li> <li>A sustained number of developments that are contrary to policy</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>That inappropriately-sited telecommunications equipment could have a detrimental impact on the character and setting of the city</li> <li>That inappropriately-sited telecommunications equipment could have a negative impact on radar equipment associated with the safe operation of Cambridge Airport, the Mullard Radio Astronomy Observatory and other electrical equipment operated in the national interest</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers</li> </ul>				
<b>Policy 85 – Infrastructure</b>	Ensuring the timely provision of infrastructure alongside	Planning obligations SPD	<ul style="list-style-type: none"> <li>Information on the process of collecting</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

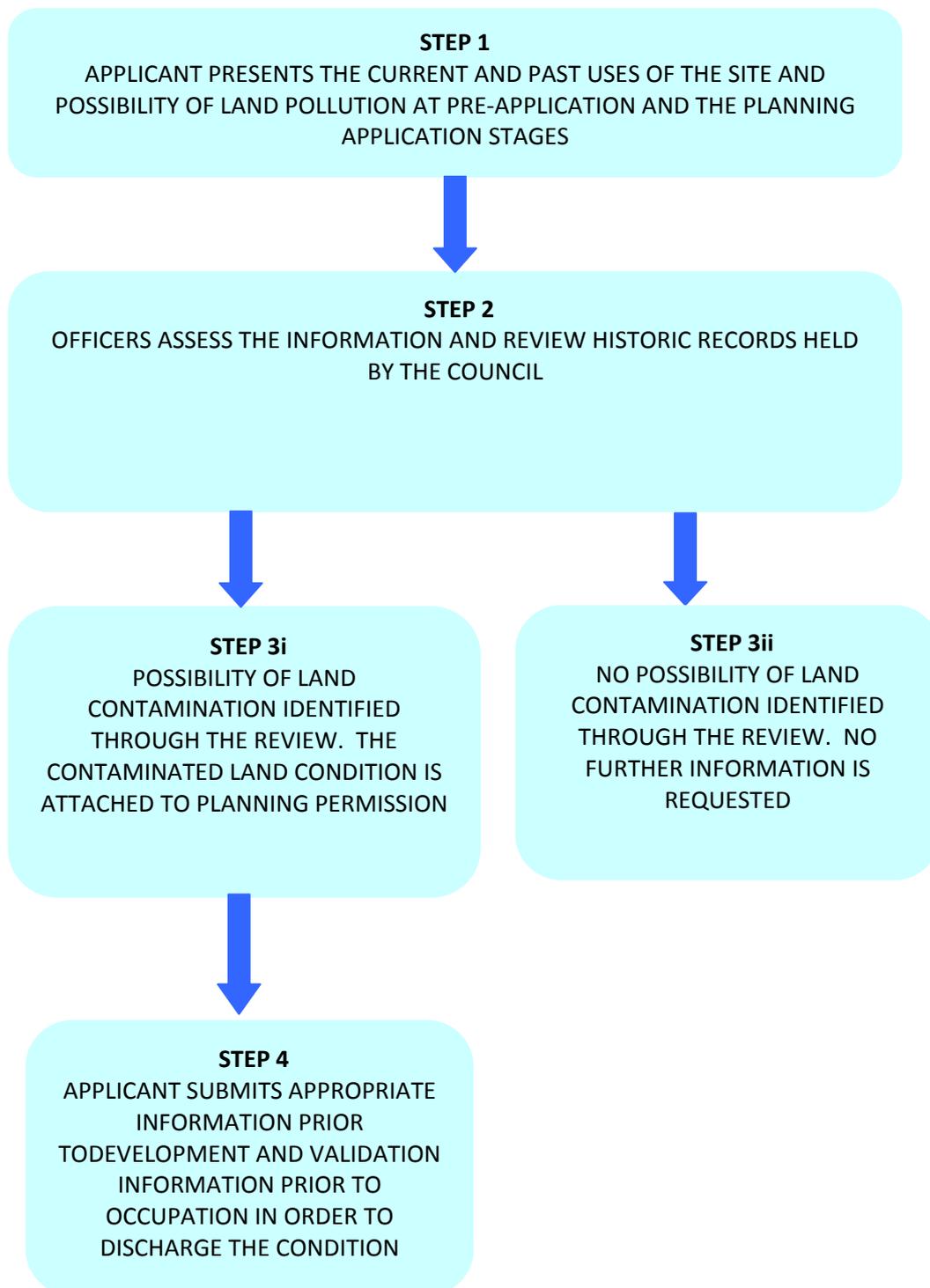
Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
delivery, planning obligations and the Community Infrastructure Levy	new development	Community Infrastructure Levy Regulations 2010 (as amended)  Cambridge Community Infrastructure Levy Charging Schedule	and spending developer contributions is available on the Council's website <ul style="list-style-type: none"> <li>• Requirements for the implementation and monitoring of CIL are laid out in detail in the CIL Regulations</li> <li>• A sustained number of developments that do not provide the infrastructure necessary to support them</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• That the infrastructure necessary to support development is not being provided and provided in a timely fashion</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Negotiation with developers, review of SPD/charging schedule</li> </ul>				

**Figure M.1:** Process for implementing Policy 30 (Energy-efficiency improvements in existing dwellings)

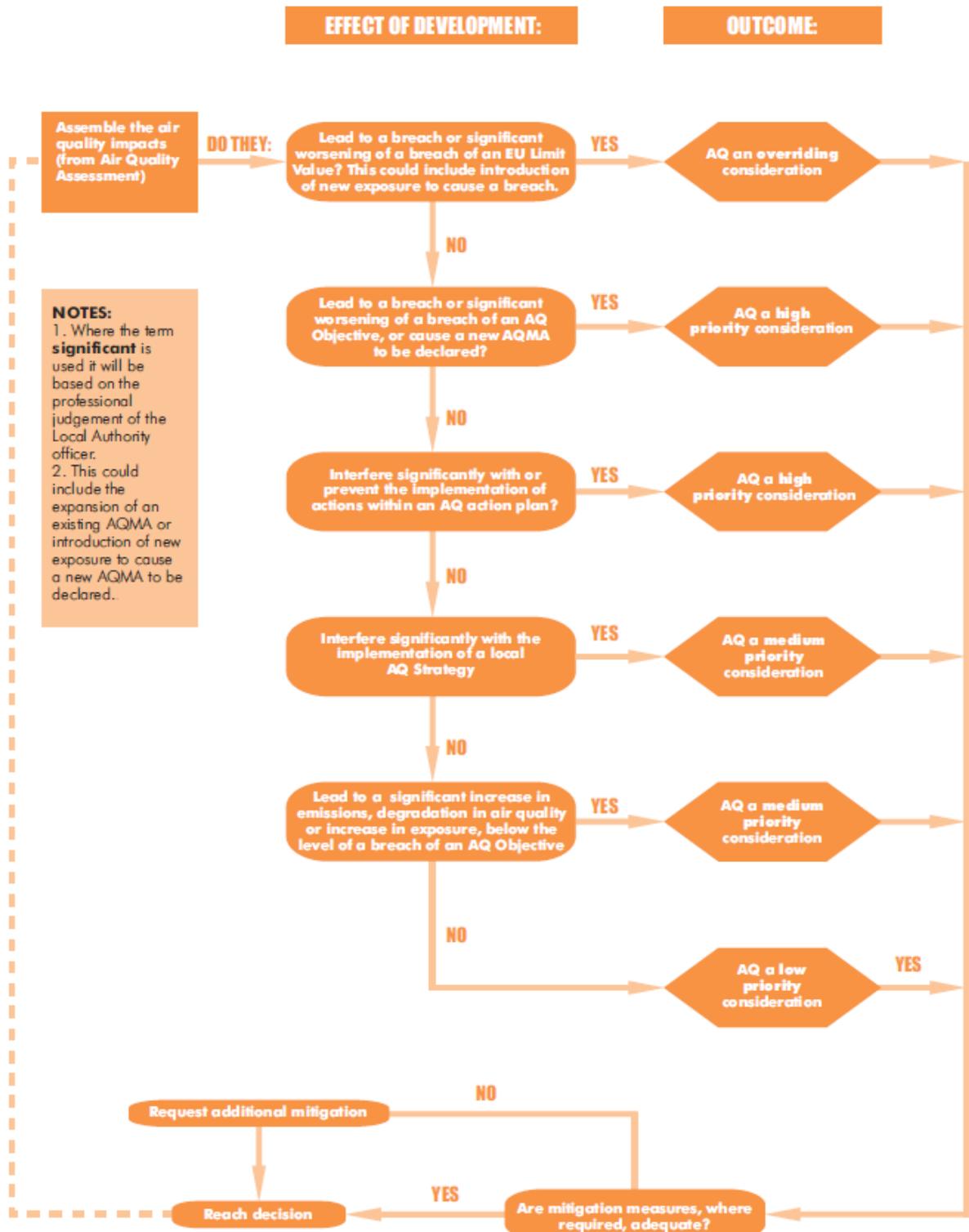


This process could change, for example if the Council were to purchase software that allows residents to generate their own energy report – they would then submit this energy report with their application and the Council would place a condition the improvements. Software is currently being investigated by officers and could be linked to our role in the Green Deal.

**Figure M.2:** Process for implementing Policy 33 (Contaminated land)



**Figure M.3:** Process for determining significance of air quality, based on NSCA guidance



**APPENDIX 1: INTEGRATION OF SA WITH OTHER ASSESSMENT AND PROOFING EXERCISES**  
(taken from URS (June 2012). Cambridge Local Plan Sustainability Appraisal, Scoping Report)

This SA process has been designed to ensure that full consideration is given to equalities and health effects, therefore negating the need for stand-alone assessments to be undertaken. The SA process has also been designed in such a way to allow Habitats Regulations Assessment to be undertaken in parallel to the SA, and reported within the same document.

**Habitats Regulations Assessment / Appropriate Assessment (HRA / AA)**

Our methodology is consistent with the requirements of the Planning and Compulsory Purchase Act 2004, the European Directive 2001/42/EC (the —SEA Directive ) and the Conservation (Natural Habitats, &c) (Amendment) (England and Wales) Regulations 2006 (Habitats Regulations).

**Equality Impact Assessment (EqIA) and Health Impact Assessment (HIA)**

Methodologies promoted for stand-alone processes of EqIA and HIA tend to be closely comparable to the process set out in government guidance on SA. As a result, these assessment exercises can be relatively easily incorporated into the SA process.

The concept of integrating other assessments into the SA process is outlined in CLG guidance<sup>1</sup> and the new PPS12 adds further clarity, stating that: *“Where authorities are required by law or encouraged by government policy to undertake assessments of their plans, such assessments should feed into and be summarised in the sustainability appraisal”*. Although SA can consider the full range of topics, the premise for integrating topic specific assessment exercises is to ensure that some topics receive explicit attention and prominence in the appraisal process. We have chosen the heading ‘Community and Wellbeing’ as one of the headings to structure the SA so that all issues relating to health and equalities can be given explicit attention within this Chapter.

Boxes 1 and 2 below consider EqIA and HIA further.

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<sup>1</sup> CLG (2005) Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, HMSO, Wetherby

### **Box 1: Equality Impact Assessment (EqIA)**

Guidance on EqIA suggests a systematic process which is largely consistent with the SA process, but focuses on the needs of, and impacts on, specific groups and the distribution of impacts. The need for EqIA is driven by Section 149 of the Equality Act 2010 which sets out the general Equality Duties of public authorities and the defined 'protected characteristics'. The Mayor and the GLA also have an additional duty to promote equality of opportunity arising from the GLA Act 1999 (as amended).

Section 149 of the Equality Act 2010 replaces duties under the Race Relations Act, the Disability Discrimination Act 2005 as well as other domestic discrimination legislation. The Act includes a new single public sector equality duty ("the Duty" ) which brings together the previous race, disability and gender duties.

The following are referred to as protected characteristics and are the grounds upon which discrimination is unlawful: age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; and marriage and civil partnership (applicable only to the need to eliminate unlawful discrimination).

### **Box 2: Health Impact Assessment (HIA)**

Health Impact Assessment (HIA) is an approach that ensures decision making at all levels considers the potential impacts of decisions on health and health inequalities. It identifies actions that can enhance positive effects and reduce or eliminate negative effects. HIA is a relatively new tool, and although there is no single agreed national approach or methodology, the value of HIA is increasingly being recognised, both nationally and internationally\*.

HIA has been successfully integrated into the statutory process of SA and SEA undertaken for regional, sub-regional and local planning policy. In these instances the health input into policies has been strengthened.

- London Health Commission (no date). Health Impact Assessment [online] available at <http://www.london.gov.uk/lhc/hia/> (accessed January 2012).

**APPENDIX 2: PRO FORMAS FOR THE ASSESSMENT OF SITES WITHIN CAMBRIDGE, FRINGE SITES AND COMMUNITY STADIUM SITES**

**PRO FORMA FOR SITES WITHIN CAMBRIDGE:**

<b>Site Information</b>	
<b>Site reference number(s):</b>	
<b>Site name/address:</b>	
<b>Functional area (taken from SA Scoping Report):</b>	
<b>Map</b>	
<b>Site description:</b>	
<b>Current use:</b>	

<b>Proposed use(s):</b>
<b>Site size (ha):</b> X.XX <b>Assumed net developable area:</b>
<b>Assumed residential density:</b>
<b>Potential residential capacity:</b>
<b>Site owner/promoter:</b>
<b>Landowner has agreed to promote site for development?:</b>
<b>Site origin:</b> SHLAA Call for Sites, Green Belt Assessment, ELR, Allocated Site , Other
<b>Relevant planning history:</b>

<b>Level 1</b>		
<b>Part A: Strategic Considerations</b>		
<b>Flood Risk</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
<p>Is site within a flood zone?</p> <p><i>The assessment will address whether the proposed use is considered suitable for the flood zone with reference to the Council's Strategic Flood Risk Assessment.</i></p> <p><i>In line with the requirements of the NPPF a sequential test</i></p>	<p><b>R</b> = Flood risk zone 3  <b>A</b> = Flood risk zone 2  <b>G</b> = Flood risk zone 1</p>	<p><i>Quantify extent of risk by proportion of site affected.</i></p>

<p><i>will be applied when determining the allocation of new development in order to steer development to areas with the lowest probability of flooding (Zone 1). Sites that fall within Flood Zone 3 will only be considered where there are no reasonably available sites in Flood Zones 1 or 2, taking into account the flood risk vulnerability of land uses and applying the Exceptions Test as required.</i></p>		
<p>Is site at risk from surface water flooding?</p> <p><i>In addition to identifying whether site is in a high risk flood zone, consideration needs to be given to the risk of surface water flooding on the site. The Surface Water Management Plan for Cambridge (2011) shows that the majority of the City is at high risk of surface water flooding. Development, if not undertaken with due consideration of the risk to the development and the existing built environment, will further increase the risk. Consideration should also be given to the scope for appropriate mitigation, which could reduce the level of risk on site and potentially reduce flood risk elsewhere (for example from site run-off).</i></p>	<p><b>R</b> = High risk,  <b>A</b> =Medium risk  <b>G</b> = Low risk</p>	<p><i>Take account of scope for appropriate mitigation, which could reduce the level of risk on site and potentially reduce flood risk elsewhere (for example from site run-off).</i></p>
<p><b>Land Use / Green Belt</b></p>		
<p>Criteria</p>	<p>Performance</p>	<p>Comments</p>
<p>Will allocation make use of</p>	<p><b>R</b> = Not on PDL</p>	<p><i>Provide percentage of the</i></p>

<p>previously developed land (PDL)?</p> <p><i>The NPPF promotes the effective use of land by reusing land that has been previously developed, provided it is not of high environmental value.</i></p>	<p><b>A</b> = Partially on PDL <b>G</b> = Entirely on PDL</p>	<p><i>amount of land on PDL.</i></p>
<p>Will the allocation lead to loss of land within the Green Belt?</p> <p><i>There is a small amount of Green Belt within the built up area of the City, such as Stourbridge Common, Coldham's Common and along the River Cam corridor. The Green Belt at the fringe of the City is considered in more detail in the joint pro forma with SCDC which looks at sites on the fringe of the City.</i></p>	<p><b>R</b> = Site is in the Green Belt <b>G</b> = Site is not in the Green Belt</p>	<p><i>The NPPF emphasises the need to protect the Green Belt and states that inappropriate development in the Green Belt should not be approved except in very special circumstances.</i></p>
<p><b>Impact on national Nature Conservation Designations</b></p>		
Criteria	Performance	Comments
<p>Would allocation impact upon a Site of Special Scientific Interest (SSSI)?</p> <p><i>The assessment will take into account the reasons for the SSSI's designation and the potential impacts that development could have on this.</i></p>	<p><b>R</b> = Site is on or adjacent to an SSSI with negative impacts incapable of mitigation <b>A</b> = Site is on or adjacent to an SSSI with negative impacts capable of mitigation <b>G</b> = Site is not near to an SSSI with no or negligible impacts</p>	<p><i>Ecologist to complete.</i></p>
<p><b>Impact on National Heritage Assets</b></p>		
Criteria	Performance	Comments
<p>Will allocation impact upon a Scheduled Ancient Monument (SAM)?</p> <p><i>Scheduling is the process through which nationally important sites and monuments are given legal</i></p>	<p><b>R</b> = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation <b>A</b> = Site is adjacent to a SAM that is less sensitive / not</p>	<p><i>Conservation Officers to complete</i></p>

<p><i>protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMS, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.</i></p>	<p>likely to be impacted/ or impacts are capable of mitigation  <b>G</b> = Site is not on or adjacent to a SAM</p>	
<p>Would development impact upon Listed Buildings?</p> <p><i>Listed buildings are categorised as either Grade 1 (most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of the listing category, the distance from the listed building, the proposed use, and the possibility of mitigation.</i></p>	<p><b>R</b> = Site contains, is adjacent to, or within the setting of such buildings with potential for significant negative impacts incapable of appropriate mitigation  <b>A</b> = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation  <b>G</b> = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings</p>	<p><i>Conservation Officers to complete. Identify grade of buildings affected (Grade 1, 2*, or 2).</i></p>
<p><b>Part B: Deliverability and Viability Criteria</b></p>		
<p>Criteria</p>	<p>Performance</p>	<p>Comments</p>
<p>Is the site allocated or safeguarded in the Minerals and Waste LDF?</p> <p><i>Reference needs to be made to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste</i></p>	<p><b>R</b> = Site or a significant part of it falls within an allocated or safeguarded area, development would have significant negative impacts  <b>A</b> = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts</p>	<p><i>County Minerals &amp; Waste Staff to complete</i></p>

<p>sites. <i>NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.</i></p>	<p><b>G</b> = Site is not within an allocated or safeguarded area.</p>	
<p>Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone (SZ)?</p>	<p><b>R</b> = Entire site is within the PSZ or SZ  <b>A</b> = Part of site within PSZ or SZ  <b>G</b> = Site is not within the PSZ or SZ</p>	<p><i>Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height.</i></p>
<p>Is there a suitable access to the site?</p> <p><i>The assessment needs to consider whether the site is capable of achieving appropriate access that meets County Highway standards for scale of development.</i></p>	<p><b>R</b> = No  <b>A</b> = Yes, with mitigation  <b>G</b> = Yes</p>	<p><i>CCC Highways to complete</i></p>
<p>Would allocation of the site have a significant impact on the local highway capacity?</p> <p><i>Consideration should be given to the capacity of the local highway network and the impacts the development is likely to have on it.</i></p>	<p><b>R</b> = Insufficient capacity. Negative effects incapable of appropriate mitigation.  <b>A</b> = Insufficient capacity. Negative effects capable of appropriate mitigation.  <b>G</b> = No capacity constraints identified that cannot be fully mitigated</p>	<p><i>CCC Highways to complete</i></p>
<p>Would allocation of the site have a significant impact on the strategic road network capacity?</p> <p><i>Consideration should be given to the capacity of the strategic road network and the impacts the development is likely to have on it.</i></p>	<p><b>R</b> = Insufficient capacity. Negative effects incapable of appropriate mitigation.  <b>A</b> = Insufficient capacity. Negative effects capable of appropriate mitigation.  <b>G</b> = No capacity constraints identified that cannot be fully mitigated</p>	<p><i>Highways Agency for strategic roads</i></p>
<p>Is the site part of a larger site and could it prejudice development of any strategic sites?</p>	<p><b>R</b> = Yes  <b>G</b> = No</p>	

<p><i>Comments should flag up whether the site is part of a larger development site or whether it is located in close proximity to a strategic site. Consideration of this at allocation stage can help ensure coordination of development.</i></p>		
<p>Are there any known legal issues/covenants that could constrain development of the site?</p> <p><i>A summary of any known legal issues that could constrain the development of the site should be given. Issues that should be considered are; whether the site is in multiple ownership, the presence of ransom strips, covenants, existing use agreements, owner agreement or developer agreement.</i></p>	<p><b>R</b> = Yes <b>G</b> = No</p>	<p><i>Multiple owners, ransom strips, covenants, existing use agreements etc</i></p>
<p>Timeframe for bringing the site forward for development?</p> <p><i>Knowledge of the timeframe for bringing forward development will help inform whether allocation of the site would have the potential to contribute to the Council's required land supply for housing/employment land etc.</i></p>	<p><b>R</b> = Beyond 2031 (beyond plan period) <b>A</b> = Start of construction between 2017 and 2031 <b>G</b> = Start of construction between 2011 and 2016</p>	<p><i>Beyond plan period, or construction likely to start first 5 years, or within 5-19 years</i></p>
<p>Would development of the site require significant new / upgraded utility infrastructure?</p>	<p><b>R</b> = Yes, significant upgrades likely to be required but constraints incapable of appropriate mitigation <b>A</b> = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation</p>	<p><i>Improved utility infrastructure is likely to be required as follows.</i></p> <p><i>Electricity</i> <i>Gas</i> <b>Water</b></p>

	<b>G</b> = No, existing infrastructure likely to be sufficient	<i>Waste water Broadband</i>  <i>If any mitigation is deemed necessary this will be funded by the developer.</i>
Would development of the site be likely to require new education provision?	<b>R</b> = School capacity not sufficient, constraints cannot be appropriately mitigated. <b>A</b> = School capacity not sufficient, constraints can be appropriately mitigated <b>G</b> = Non-residential development / surplus school places	<i>To be completed by County Education Schools Planning Officer</i>

### Level 1 Conclusion

Level 1 Conclusion (after allowing scope for mitigation)  <i>Include an assessment of the suitability of the proposed use. Also whether the development of this site for this use would be in line with emerging policy in the Local Plan – from the Issues and Options Report and key issues emerging from consultation responses.</i>	<b>RR</b> = Very significant constraints or adverse impacts <b>R</b> = Significant constraints or adverse impacts <b>A</b> = Some constraints or adverse impacts <b>G</b> = Minor constraints or adverse impacts <b>GG</b> = None or negligible constraints or adverse impacts	Add brief commentary here
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### Level 2

#### Accessibility to existing centres and services

Criteria	Performance	Comments
How far is the site from edge of defined Cambridge City Centre?  <i>A key element of sustainable development is ensuring that people are able to meet their needs locally, thus helping to encourage a modal shift. This criteria has been included to provide an</i>	<b>R</b> = >800m <b>A</b> = 400-800m <b>G</b> = <400m	<i>City Centre boundary shown on Proposals Map in Cambridge Local Plan 2006.</i>

<p><i>indication of the sustainability of the site. Sites located closer to the City Centre, where the majority of services are located, are expected to score more highly in sustainability terms.</i></p>		
<p>How far is the site from the nearest District or Local centre?</p> <p><i>A key element of sustainable development is ensuring that people are able to meet their needs locally, thus helping to encourage a modal shift. Criteria measuring the distance of a site from its nearest district/local centre has been included to provide an indication of the sustainability of the site and to determine the appropriate density of development of a site.</i></p>	<p><b>R</b> = &gt;800m  <b>A</b> =400-800m  <b>G</b> = &lt;400m</p>	<p><i>District and Local Centre boundaries shown on Proposals Map in Cambridge Local Plan 2006.</i></p>
<p>How far is the nearest health centre or GP service?</p> <p><i>Local services are essential to the quality of life of residents and employees. In planning for new development, consideration needs to be given to the proximity of development to local services so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.</i></p>	<p><b>R</b> = &gt;800m  <b>A</b> =400-800m  <b>G</b> = &lt;400m</p>	
<p>Would development lead to</p>	<p><b>R</b> = Allocation would lead to</p>	

<p>a loss of community facilities?</p>	<p>loss of community facilities  <b>G</b> = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible</p>	
<p>How far is the nearest secondary school?</p> <p><i>In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest secondary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services.</i></p>	<p><b>R</b> = &gt;3km  <b>A</b> =1-3km  <b>G</b> = &lt;1km or non-housing allocation</p>	<p><i>Name the school. National standards require free school transport for specified groups of pupils if over 2 miles (3.2 km from home to school.</i></p>
<p>How far is the nearest primary school?</p> <p><i>In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services.</i></p>	<p><b>R</b> = &gt;800m  <b>A</b> = 400-800m  <b>G</b> = &lt;400m or non-housing allocation</p>	<p><i>Name the school.</i></p>
<p><b>Accessibility to outdoor facilities and green spaces</b></p>		
<p>Criteria</p>	<p>Performance</p>	<p>Comments</p>

<p>Is the site defined as protected open space or have the potential to be protected</p>	<p><b>R</b> = Yes <b>G</b> = No</p>	
<p>If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space</p>	<p><b>R</b> = No <b>G</b> = Yes</p>	<p><i>The site owner must provide details of how this can be achieved</i></p>
<p>If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?</p>	<p><b>RR</b> = No, the site by virtue of its size is not able to provide the minimum standard of OS and is located in a ward or parish with identified deficiency.</p> <p><b>R</b> = No, the site by virtue of its size is not able to provide the minimum standard of OS.</p> <p><b>G</b> = Assumes minimum on-site provision to adopted plan standards is provided onsite</p> <p><b>GG</b> = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards</p>	<p>Includes all types of public open space and outdoor sports facilities. Use a GG entry when this opportunity has been identified in a SHLAA submission or where such provision could connect existing open spaces or utilise significant areas of land in Flood Zone 2 or 3.</p> <p><i>The site owner must provide details of how onsite provision will be provided where there are doubts over onsite provision, especially in wards with existing OS deficiencies.</i></p>
<p>How far is the nearest outdoor sports facilities?</p> <p><i>A key objective of national planning policy is for planning to promote healthy communities. Good accessibility to sports facilities is likely to encourage healthier lifestyles. Inclusion of</i></p>	<p><b>R</b> = &gt;3km <b>A</b> = 1 - 3km <b>G</b> = &lt;1km; or allocation is not housing</p>	

<p><i>criteria that measures distance from the site to outdoor sports facilities has therefore been included to provide an indication of the sustainability of the site. The assessment should also give consideration as to whether the size of the site and scale of development are likely to require a contribution to the provision of new local services such as new outdoor sports facilities via S106 contributions.</i></p>		
<p>How far is the nearest play space for children and teenagers?</p> <p><i>Proximity to high quality play spaces makes an important contribution to the health and well-being of children. As such, measuring the distance of a site from the nearest children's play space has been included to provide an indication of the sustainability of the site. The assessment should also give consideration as to whether the size of the site and scale of development are likely to require a contribution to the provision of new local services such as new play space via S106 contributions</i></p>	<p><b>A</b> = &gt;400m from children and teenager's play space  <b>G</b> = &lt;400m; or allocation is not housing</p>	
<p>How far is the nearest accessible natural greenspace of 2ha?</p> <p><i>Proximity to high quality open spaces makes an important contribution to the</i></p>	<p><b>R</b> = &gt;400m  <b>G</b> = &lt;400m; or allocation is not housing or employment</p>	<p><i>Based upon Natural England's Accessible Natural Greenspace Standard (ANGST).</i></p>

<p><i>health and well-being of communities. In planning for new development, consideration needs to be given to the proximity of development to parks/open space/multi-functional greenspace so that new residents can access these using sustainable modes of transport. As such, measuring the distance from the site to such spaces (as identified in the Council's Open Space Strategy) has been included to provide an indication of the sustainability of the site. The assessment should also give consideration as to whether the size of the site and scale of development</i></p>		
<b>Supporting Economic Growth</b>		
Criteria	Performance	Comments
<p>How far is the nearest main employment centre?</p> <p><i>National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment centre to provide an indication of the sustainability of the site.</i></p>	<p><b>R</b> = &gt;3km  <b>A</b> = 1-3km  <b>G</b> = &lt;1km or allocation is for or includes a significant element of employment or is for another non-residential use</p>	<p><i>City centre, established business estates and key office locations and local centres in City as defined in Employment Land Review (ELR)</i></p>
<p>Would development result in the loss of employment land identified in the Employment</p>	<p><b>R</b> = Significant loss of employment land and job opportunities not mitigated</p>	<p><i>Retained business estates, office locations and other portfolio sites defined in ELR</i></p>

<p>Land Review?  <i>The ELR seeks to identify an adequate supply of sites to meet indicative job growth targets and safeguard and protect those sites from competition from other higher value uses, particularly housing. Proposals for non employment-uses for sites identified for potential protection in the ELR should be weighed up against the potential for the proposed use as well as the need for it.</i></p>	<p>by alternative allocation in the area (&gt; 50%)  <b>A</b> =Some loss of employment land and job opportunities mitigated by alternative allocation in the area (&lt; 50%).  <b>G</b> = No loss of employment land / allocation is for employment development</p>	
<p>Would allocation result in development in deprived areas of Cambridge?  <i>The English Indices of Deprivation 2010 are measures of multiple deprivation at the small area level. The model of multiple deprivation which underpins the Indices of Deprivation 2010 is based on the idea of distinct domains of deprivation which can be recognised and measured separately. These domains are experienced by individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.</i></p>	<p><b>A</b> = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.  <b>G</b> = Within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.</p>	
<b>Sustainable Transport</b>		
<p>Criteria</p>	<p>Performance</p>	<p>Comments</p>
<p>What type of public transport service is accessible at the edge of the site?  <i>National Planning Policy promotes the need to</i></p>	<p><b>R</b> = Service does not meet the requirements of a high quality public transport (HQPT)  <b>A</b> =service meets requirements of high quality public transport in most but</p>	<p><i>Based upon the assessment which has been made by the City, using HQPT definition in the 2006 Cambridge Local Plan.</i></p>

<p><i>support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site. In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.</i></p>	<p>not all instances  <b>G</b> = High quality public transport service</p>	
<p>How far is the site from an existing or proposed train station?  <i>National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest train station will provide an indication of the sustainability of the site.</i></p>	<p><b>R</b> = &gt;800m  <b>A</b> = 400 - 800m  <b>G</b> = &lt;400m</p>	<p><i>State distance from approximate centre of site including proposed Cambridge Science Park Station.</i></p>
<p>What type of cycle routes are accessible near to the site?</p>	<p><b>RR</b> = No cycling provision and traffic speeds &gt;30mph with high vehicular traffic</p>	<p><i>Describe in commentary. City Cycling Officer to complete taking into account speed of</i></p>

<p><i>National Planning Policy stresses the importance of developments being located and designed where practical to give priority to pedestrian and cycle movements. The inclusion of criteria that measures the distance of a site from the nearest cycle route will provide an indication of the sustainability of the site.</i></p>	<p>volume.</p> <p><b>R</b> = No cycling provision or a cycle lane less than 1.5m with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.</p> <p><b>A</b> = Medium quality off-road path.</p> <p><b>G</b> = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway.</p> <p><b>GG</b> = Quiet residential street designed for 20mph speeds, high quality off-road paths with good segregation from pedestrians, uni-directional hybrid cycle lanes.</p>	<p><i>traffic and accident records and width of facility and nature of any sharing with pedestrians.</i></p>
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**Air Quality, pollution, contamination and noise**

Criteria	Performance	Comments
<p>Is the site within or near to an AQMA, the M11 or the A14?</p> <p><i>The planning system has a role to play in the protection of air quality by ensuring that land use decisions do not adversely affect, or are not adversely affected by, the air quality in any AQMA, or conflict with or render ineffective any elements of the local authority's air quality action plan. There is currently one AQMA within</i></p>	<p><b>R</b> = Within or adjacent to an AQMA, M11 or A14</p> <p><b>A</b> = &lt;1000m of an AQMA, M11 or A14</p> <p><b>G</b> = &gt;1000m of an AQMA, M11, or A14</p>	<p><i>Environmental Health to complete and consider scope for appropriate mitigation</i></p>

<p><i>Cambridge.</i>  <i>Inclusion of criteria that measures the distance between the site and the AQMA, as well as between the site and roads with the highest traffic volumes causing poor air quality, will provide an indication of the sustainability of the site.</i></p>		
<p>Would the development of the site result in an adverse impact/worsening of air quality?  <i>National planning policy requires preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution.</i></p>	<p><b>R</b> = Significant adverse impact  <b>A</b> = Adverse impact  <b>G</b> = Minimal, no impact, reduced impact</p>	<p><i>Environmental Health to complete and consider scope for appropriate mitigation</i></p>
<p>Are there potential noise and vibration problems if the site is developed, as a receptor or generator?  <i>National planning policy requires preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution. Criteria has been included to assess whether there are any existing noise sources that could impact on the suitability of a site, which is of particular importance for residential development. The presence of noise sources will not necessarily render a site undevelopable as appropriate mitigation</i></p>	<p><b>R</b> = Significant adverse impacts incapable of appropriate mitigation  <b>A</b> = Adverse impacts capable of adequate mitigation  <b>G</b> = No adverse effects or capable of full mitigation</p>	<p><i>Environmental Health to complete and consider scope for appropriate mitigation</i></p>

<p><i>measures may be available, and will also depend on the proposed development use.</i></p>		
<p>Are there potential light pollution problems if the site is developed, as a receptor or generator?</p>	<p><b>R</b> = Significant adverse impacts incapable of appropriate mitigation  <b>A</b> =Adverse impacts capable of adequate mitigation  <b>G</b> = No adverse effects or capable of full mitigation</p>	<p><i>Environmental Health to complete and consider scope for appropriate mitigation</i></p>
<p>Are there potential odour problems if the site is developed, as a receptor or generator?</p>	<p><b>R</b> = Significant adverse impacts incapable of appropriate mitigation  <b>A</b> =Adverse impacts capable of adequate mitigation  <b>G</b> = No adverse effects or capable of full mitigation</p>	<p><i>Environmental Health to complete and consider scope for appropriate mitigation</i></p>
<p>Is there possible contamination on the site?</p> <p><i>Contaminated land is a material planning consideration, and Land Use History Reports are available from the Council's Environmental Health Scientific Team. The presence of contamination will not always rule out development, but development should not be permitted in areas subject to pollution levels that are incompatible with the proposed use. Mitigation measures can be implemented to overcome some contaminated land issues, although this may have an impact on the economic viability of the development. Further investigation will be required to establish the nature of any contamination present on sites and the implications</i></p>	<p><b>R</b> = All or a significant part of the site within an area with a history of contamination which, due to physical constraints or economic viability, is incapable of appropriate mitigation during the plan period  <b>A</b> =Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development  <b>G</b> = Site not within or adjacent to an area with a history of contamination</p>	<p><i>Environmental Health to complete and consider scope for appropriate mitigation</i></p>

<i>that this will have for development.</i>		
<b>Protecting Groundwater</b>		
Criteria	Performance	Comments
<p>Would development be within a source protection zone (EA data)?</p> <p><i>Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.</i></p>	<p><b>A</b> = Within SPZ 1  <b>G</b> = Not within SPZ1 or allocation is for greenspace</p>	<p><i>Explain significance in comments box</i></p>
<b>Protecting the townscape and historic environment (Landscape addressed by Green Belt criteria)</b>		
Criteria	Performance	Comments
<p>Would allocation impact upon a historic park/garden?</p> <p><i>Historic parks and gardens that have been registered under the 1983 National Heritage Act have legal protection. There are 11 historic parks and gardens in Cambridge. National planning policy requires substantial harm to or loss of designated heritage assets of the highest significance, including historic parks, to be wholly exceptional. As such this criteria has been included to allow consideration of whether development on the site would have an adverse impact on a historic park or garden its setting.</i></p>	<p><b>R</b> = Site contains, is adjacent to, or within the setting of such areas with potential for significant negative impacts incapable of appropriate mitigation  <b>A</b> = Site contains, is adjacent to, or within the setting of such areas with potential for negative impacts capable of appropriate mitigation  <b>G</b> = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas</p>	<p><i>Conservation officer to complete</i></p>
<p>Would development impact upon a Conservation Area?</p> <p><i>The Planning (Listed</i></p>	<p><b>R</b> = Site contains, is adjacent to, or within the setting of such an area with potential for significant negative</p>	<p><i>Conservation officer to complete</i></p>

<p><i>Buildings and Conservation Areas) Act 1990, imposes a duty on planning authorities to designate as conservation areas ‘areas of special architectural or historic interest that character or appearance of which it is desirable to preserve or enhance’. Cambridge’s Conservation Areas are relatively diverse. As such consideration needs to be given to the potential impact that development may have on the setting, or views into and out of a Conservation Area.</i></p>	<p>impacts incapable of appropriate mitigation  <b>A</b> = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation  <b>G</b> = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area</p>	
<p>Would development impact upon buildings of local interest  <i>There are over 1,000 buildings in Cambridge that are important to the locality or the City’s history and architectural development. Local planning policy protects such buildings from development which adversely affects them unless:</i></p> <ul style="list-style-type: none"> <li>- <i>The building is demonstrably incapable of beneficial use or reuse;</i></li> <li>- <i>or there are clear public benefits arising from redevelopment.</i></li> </ul> <p><i>As such the presence of a locally listed building on a site would not necessarily rule development; however detailed justification would be required to demonstrate acceptability of schemes at the planning application stage.</i></p>	<p><b>A</b> =Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation  <b>G</b> = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings</p>	<p><i>Conservation officer to complete</i></p>

Would development impact upon archaeology?	<p><b>A</b> =Known archaeology on site or in vicinity</p> <p><b>G</b> = No known archaeology on site or in vicinity</p>	County Archaeological staff to complete.
<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
<p>Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)</p> <p><i>Sites of local nature conservation include Local Nature Reserves, County Wildlife Sites and City Wildlife Sites. Local authorities have a Duty to have regard to the conservation of biodiversity in exercising their functions. As such development within such sites, or that may affect the substantive nature conservation value of such sites, will not normally be permitted. Where development is permitted, suitable mitigation and/or compensatory measures and nature conservation enhancement measures should be implemented.</i></p>	<p><b>R</b> = Contains or is adjacent to an existing site and impacts incapable of appropriate mitigation</p> <p><b>A</b> =Contains or is adjacent to an existing site and impacts capable of appropriate mitigation</p> <p><b>G</b> = Does not contain, is not adjacent to or local area will be developed as greenspace</p>	Ecology Officer to complete
<p>Does the site offer opportunity for green infrastructure delivery?</p> <p><i>Green infrastructure plays an important role in delivering a wide range of environmental and quality of life benefits for local communities. As such criteria has been included to assess the opportunity that development on the site</i></p>	<p><b>R</b> = Development involves a loss of existing green infrastructure which is incapable of appropriate mitigation.</p> <p><b>A</b> =No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p> <p><b>G</b> = Development could deliver significant new green</p>	Ecology Officer to complete

<p><i>could have on creating and enhancing green infrastructure delivery.</i></p>	<p>infrastructure</p>	
<p>Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)</p> <p><i>A number of Biodiversity Species and Habitat Action Plans exist for Cambridge. Such sites play an important role in enhancing existing biodiversity for enjoyment and education. National planning policy requires the protection and recovery of priority species populations, linked to national and local targets.</i></p> <p><i>As such development within sites where BAP priority species or habitats are known to be present, or that may affect the substantive nature conservation value of such sites, will not normally be permitted. Where development is permitted, suitable mitigation and/or compensatory measures and nature conservation enhancement measures should be implemented.</i></p>	<p><b>R</b> = Development would have a negative impact on existing features or network links incapable of appropriate mitigation</p> <p><b>A</b> = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p> <p><b>G</b> = Development could have a positive impact by enhancing existing features and adding new features or network links</p>	<p>Ecology Officer to complete</p>
<p>Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?</p> <p><i>Trees are an important facet of the townscape and landscape and the maintenance of a healthy and species diverse tree cover</i></p>	<p><b>R</b> = Development likely to have a significant adverse impact on the protected trees incapable of appropriate mitigation</p> <p><b>A</b> = Any adverse impact on protected trees capable of appropriate mitigation</p> <p><b>G</b> = Site does not contain or</p>	<p>Tree Officers to complete</p>

<p><i>brings a range of health, social, biodiversity and microclimate benefits. Cambridge has in excess of 500 TPOs in force. When considering sites that include trees covered by TPOs, the felling, significant surgery or potential root damage to such trees should be avoided unless there are demonstrable public benefits accruing from the development that outweigh the current and future amenity value of the trees.</i></p>	<p>adjoin any protected trees</p>	
<p><b>Any other information not captured above?</b></p>		
<p><b>Level 2 Conclusion</b></p>		
<p><b>Level 2 Conclusion</b> (after allowing scope for mitigation)</p>	<p><b>R</b> = Significant constraints or adverse impacts  <b>A</b> =Some constraints or adverse impacts  <b>G</b> = Minor constraints or adverse impacts</p>	
<p><b>Overall Conclusion</b></p>	<p><b>R</b> = Site with no significant development potential (significant constraints and adverse impacts)  <b>A</b> =Site with development potential (some constraints or adverse impacts)  <b>G</b> = Site with development potential (few or minor constraints or adverse impacts)</p>	<p><i>Housing sites ranked A or G will be taken forward for viability assessment by consultants.</i></p>
<p><b>Viability feedback (from consultants)</b></p>	<p><b>R</b> = Unlikely to be viable,  <b>A</b> =May be viable  <b>G</b> = Likely to be viable</p>	

## PRO FORMA FOR FRINGE SITES

<b>Level 1</b>		
<b>Part A: Strategic Considerations</b>		
<b>Conformity with the Council's Sustainable Development Strategy (SDS)</b>		
Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Links to Cambridge SA Topics and South Cambridgeshire Sustainability Objectives
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
<b>Flood Risk</b>		
Criteria	Performance	Links to Cambridge SA Topics and South Cambridgeshire Sustainability Objectives
Is site within a flood zone?	R = Flood risk zone 3 A = Flood risk zone 2 G = Flood risk zone 1	Cambridge SA topic: Flood risk including climate change adaptation.  South Cambridgeshire Sustainability Objective: 11. Reduce vulnerability to future climate change effects.
Is site at risk from surface water flooding?	R = High risk, A = Medium risk G = Low risk	Cambridge SA topic: Flood risk including climate change adaptation.  South Cambridgeshire Sustainability Objective: 11. Reduce vulnerability to future climate change effects.
<b>Green Belt</b>		
Criteria	Performance	Links to Cambridge SA Topics and South Cambridgeshire Sustainability Objectives
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	Applies to all Green Belt criteria below.  Cambridge SA topic: Landscape, townscape and cultural heritage

		South Cambridgeshire Sustainability Objective: 7. Maintain and enhance the diversity and distinctiveness of landscape and townscape character
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site	
To prevent communities in the environs of Cambridge from merging into one another and with the City.	RR = Very significant impacts R = Significant negative impacts A = Some impact, but capable of mitigation G = No impact	
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts R = High/medium impacts A = Medium and medium/minor impacts G = Minor and minor/negligible impacts GG = Negligible impacts	
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views. A = Negative impact from loss or degradation of views. G = No or negligible impact on views	
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation. A = Existing lesser quality edge / negative impacts but capable of mitigation G = Not present, significant opportunities for enhancement.	
Distinctive urban edge	R = Existing high quality edge, significant negative impacts incapable of mitigation. A = Existing lesser quality	

	edge / negative impacts but capable of mitigation G = Not present	
Green corridors penetrating into the City	R = Significant negative impact from loss of land forming part of a green corridor, incapable of mitigation A = Negative impact from loss of land forming part of a green corridor, but capable of mitigation G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	RR = Very significant negative impacts incapable of satisfactory mitigation R = Significant negative impacts incapable of satisfactory mitigation A = Negative impacts but capable of partial mitigation G = No impacts or minor impacts capable of mitigation	
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation A = Negative impacts but capable of partial mitigation G = No impacts or impacts capable of mitigation	
Overall conclusion on Green Belt	RR = Very high and high impacts R = High/medium impacts A = Medium and medium/minor impacts G = Minor and minor/negligible impacts GG = Negligible impacts	
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Links to Cambridge SA Topics

		and South Cambridgeshire Sustainability Objectives
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	R = Site is on or adjacent to an SSSI with negative impacts incapable of mitigation A = Site is on or adjacent to an SSSI with negative impacts capable of mitigation G = Site is not near to an SSSI with no or negligible impacts	Cambridge SA topic: Biodiversity and green infrastructure  South Cambridgeshire Sustainability Objective: 4. Avoid damage to designated sites and protected species
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Links to Cambridge SA Topics and South Cambridgeshire Sustainability Objectives
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted or impacts are capable of mitigation G = Site is not on or adjacent to a SAM	Cambridge SA topic: Landscape, townscape and cultural heritage  South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.
Would development impact upon Listed Buildings?	R = Site contains, is adjacent to, or within the setting of such buildings with potential for significant negative impacts incapable of appropriate mitigation A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Cambridge SA topic: Landscape, townscape and cultural heritage  South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.
<b>Part B: Deliverability and other constraints</b>		
Criteria	Performance	Links to Cambridge SA Topics and South Cambridgeshire

		Sustainability Objectives
Is there a suitable access to the site?	R = No A = Yes, with mitigation G = Yes	Not an SA matter  South Cambridgeshire Sustainability Objective: 23. Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network.
Would allocation of the site have a significant impact on the local highway capacity?	R = Insufficient capacity. Negative effects incapable of appropriate mitigation. A = Insufficient capacity. Negative effects capable of appropriate mitigation. G = No capacity constraints identified that cannot be fully mitigated	Not an SA matter  South Cambridgeshire Sustainability Objective: 23. Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network.
Would allocation of the site have a significant impact on the strategic road network capacity?	R = Insufficient capacity. Negative effects incapable of appropriate mitigation. A = Insufficient capacity. Negative effects capable of appropriate mitigation. G = No capacity constraints identified that cannot be fully mitigated	Not an SA  South Cambridgeshire Sustainability Objective: 23. Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network.matter
Is the site part of a larger site and could it prejudice development of any strategic sites?	R = Yes major impact A = Some impact G = No impact	Not an SA matter
Are there any known legal issues/covenants that could constrain development of the site?	R = Yes G = No	Not an SA matter
Timeframe for bringing the site forward for development?	R = Beyond 2031 (beyond plan period) A = Start of construction between 2017 and 2031 G = Start of construction between 2011 and 2016	Not an SA matter
Would development of the site require significant new /	R = Yes, significant upgrades likely to be required but	Not an SA matter

upgraded utility infrastructure?	constraints incapable of appropriate mitigation A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation G = No, existing infrastructure likely to be sufficient	South Cambridgeshire Sustainability Objective: 21. Support appropriate investment in people, places, communications and other infrastructure
Would development of the site be likely to require new education provision?	R = School capacity not sufficient, constraints cannot be appropriately mitigated. A = School capacity not sufficient, constraints can be appropriately mitigated G = Non-residential development / surplus school places	Not an SA matter  South Cambridgeshire Sustainability Objective: 20. Help people gain access to satisfying work appropriate to their skills, potential and place of residence
Is the site allocated or safeguarded in the Minerals and Waste LDF?	R = Site or a significant part of it falls within an allocated or safeguarded area, development would have significant negative impacts A = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts G = Site is not within an allocated or safeguarded area.	Not an SA matter  South Cambridgeshire Sustainability Objective: 21. Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	R = Site is within the PSZ or is designated as an area where no development should occur A = Site or part of site within the SZ G = Site is not within the PSZ or SZ	Not an SA matter

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Links to Cambridge SA Topics and South Cambridgeshire Sustainability Objectives</b>
How far is the site from the nearest District or Local	R = >800m A = 400-800m	Cambridge SA topic: Communities and well being

centre?	G = <400m	South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.
How far is the nearest health centre or GP service in Cambridge?	R = >800m A = 400-800m G = <400m	Cambridge SA topic: Communities and well being  South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.
Would development lead to a loss of community facilities?	R = Development would lead to the loss of one or more community facilities incapable of appropriate mitigation G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Cambridge SA topic: Communities and well being  South Cambridgeshire Sustainability Objective: 16. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)
How well would the development on the site integrate with existing communities?	R = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses A = Adequate scope for integration with existing communities G = Good scope for integration with existing communities / of sufficient scale to create a new community.	Cambridge SA topic: Communities and well being  South Cambridgeshire Sustainability Objective: 18. Encourage and enable the active involvement of local people in community activities
How far is the nearest secondary school?	R = >3km A = 1-3km G = <1km or non-housing allocation or site large enough to provide new school	Cambridge SA topic: Communities and well being  South Cambridgeshire Sustainability Objective: 16. Improve the quality, range

		and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)
How far is the nearest primary school?	<p>City preference:</p> <p>R = &gt;800m A = 400-800m G = &lt;400m or non-housing allocations or site large enough to provide new school</p> <p>SCDC:</p> <p>R = &gt;3km A = 1-3 km G = &lt;1km or non housing allocation or site large enough to provide new school</p>	<p>Cambridge SA topic: Communities and well being</p> <p>South Cambridgeshire Sustainability Objective: 16. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)</p>
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	<p>R = Significant negative effect A = Negative effect G = No effect or would support the vitality and viability of existing centres</p>	<p>Cambridge SA topics:</p> <ul style="list-style-type: none"> <li>- Communities and well being</li> <li>- Economy</li> </ul> <p>South Cambridgeshire Sustainability Objective: 19. Improve the efficiency, competitiveness, vitality and adaptability of the local economy.</p>
<b>Accessibility to outdoor facilities and green spaces</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Links to Cambridge SA Topics and South Cambridgeshire Sustainability Objectives</b>
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	<p>R=Yes G=No</p>	<p>Cambridge SA topics:</p> <ul style="list-style-type: none"> <li>- <i>Communities and Well Being</i></li> <li>- Landscape, townscape and cultural heritage</li> <li>- Biodiversity and green infrastructure</li> </ul>

		South Cambridgeshire Sustainability Objective: 14. Improve the quantity and quality of publicly accessible open space.
If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	R=No G=Yes	Cambridge SA topics: - <i>Communities and Well Being</i> - Landscape, townscape and cultural heritage - Biodiversity and green infrastructure  South Cambridgeshire Sustainability Objective: 14. Improve the quantity and quality of publicly accessible open space.
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space / outdoor sports facilities and achieve the minimum standards of onsite public open space (OS) provision?	RR = No, the site by virtue of its size is not able to provide the minimum standard of OS and is located in a ward or parish with identified deficiency. R= No, the site by virtue of its size is not able to provide the minimum standard of OS. G = Assumes minimum on-site provision to adopted plan standards is provided onsite GG = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards.	Cambridge SA topics: - <i>Communities and Well Being</i> - Landscape, townscape and cultural heritage - Biodiversity and green infrastructure  South Cambridgeshire Sustainability Objective: 14. Improve the quantity and quality of publicly accessible open space.
<b>Supporting Economic Growth</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Links to Cambridge SA Topics and South Cambridgeshire Sustainability Objectives</b>
How far is the nearest main employment centre?	R = >3km A = 1-3km G = <1km or allocation is for or includes a significant element of employment or is	Cambridge SA topic: Economy  South Cambridgeshire Sustainability Objective: 20.

	for another non-residential use	Help people gain access to satisfying work appropriate to their skills, potential and place of residence
Would development result in the loss of employment land identified in the Employment Land Review?	R = Significant loss of employment land and job opportunities not mitigated by alternative allocation in the area (> 50%) A = Some loss of employment land and job opportunities mitigated by alternative allocation in the area (< 50%). G = No loss of employment land / allocation is for employment development	Cambridge SA topic: Economy  South Cambridgeshire Sustainability Objective: 19. Improve the efficiency, competitiveness, vitality and adaptability of the local economy.
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010. G = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.	Cambridge SA topic: Economy  South Cambridgeshire Sustainability Objective: 20. Help people gain access to satisfying work appropriate to their skills, potential and place of residence
<b>Sustainable Transport</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Links to Cambridge SA Topics and South Cambridgeshire Sustainability Objectives</b>
What type of public transport service is accessible at the edge of the site?	R = Service does not meet the requirements of a high quality public transport (HQPT) A = service meets requirements of high quality public transport in most but not all instances G = High quality public transport service	Cambridge SA topic: Transport  South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.
How far is the site from an existing or proposed train station?	R = >800m A = 400 - 800m G = <400m	Cambridge SA topic: Transport

		South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.
What type of cycle routes are accessible near to the site?	<p>RR = no cycling provision and traffic speeds &gt;30mph with high vehicular traffic volume.</p> <p>R = No cycling provision or a cycle lane less than 1.5m width with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.</p> <p>A = Medium quality off-road path.</p> <p>G = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway.</p> <p>GG = Quiet residential street designed for 20mph speeds, high quality off-road paths with good segregation from pedestrians, uni-directional hybrid cycle lanes.</p>	<p>Cambridge SA topic: Transport</p> <p>South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.</p>
SCDC Would development reduce the need to travel and promote sustainable transport choices:	<p>RR = Score 0-4 from 4 criteria below</p> <p>R = Score 5-9 from 4 criteria below</p> <p>A = Score 10-14 from 4 criteria below</p> <p>G = Score 15-19 from 4 criteria below</p> <p>GG = Score 19-24 from 4 criteria below</p>	<p>Cambridge SA topic: Transport</p> <p>South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.</p>
SCDC Sub-indicator: Distance to a bus stop / rail station	<p>Within 400m (6)</p> <p>Within 600m (4)</p> <p>Within 800m (3)</p> <p>Within 1000m (2)</p> <p>Beyond 1000m (0)</p>	<p>Cambridge SA topic: Transport</p> <p>South Cambridgeshire Sustainability Objective: 22.</p>

		Reduce the need to travel and promote more sustainable transport choices.
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6) 20 minute service (4) 30 minute service (3) 60 minute service (2) Less than hourly service (0)	Cambridge SA topic: Transport  South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6) Between 21 and 30 minutes (4) Between 31 and 40 minutes (3) Between 41 and 50 minutes (2) Greater than 50 minutes (0)	Cambridge SA topic: Transport  South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6) 5-10km (4) 10-15km (3) 15km + (2) 20km + (0)	Cambridge SA topic: Transport  South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.
<b>Air Quality, pollution, contamination and noise</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Links to Cambridge SA Topics and South Cambridgeshire Sustainability Objectives</b>
Is the site within or near to an AQMA, the M11 or the A14?	R = Within or adjacent to an AQMA, M11 or A14 A = <1000m of an AQMA, M11 or A14 G = >1000m of an AQMA, M11, or A14	Cambridge SA topic: Communities and well being  South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental

		pollution.
Would the development of the site result in an adverse impact/worsening of air quality?	R = Significant adverse impact A = Adverse impact G = Minimal, no impact, reduced impact	Cambridge SA topic: Communities and well being  South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate mitigation G = No adverse effects or capable of full mitigation	Cambridge SA topic: Communities and well being  South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate mitigation G = No adverse effects or capable of full mitigation	Cambridge SA topic: Communities and well being  South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution.
Are there potential odour problems if the site is developed, as a receptor or generator?	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate mitigation G = No adverse effects or capable of full mitigation	Cambridge SA topic: Communities and well being  South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution.
Is there possible contamination on the site?	R = All or a significant part of the site within an area with a history of contamination which, due to physical constraints or economic	Cambridge SA topic: Communities and well being  South Cambridgeshire Sustainability Objective: 3.

	<p>viability, is incapable of appropriate mitigation during the plan period</p> <p>A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development</p> <p>G = Site not within or adjacent to an area with a history of contamination</p>	<p>Improve air quality and minimise or mitigate against sources of environmental pollution.</p>
<b>Protecting Groundwater</b>		
Criteria	Performance	Links to Cambridge SA Topics and South Cambridgeshire Sustainability Objectives
<p>Would development be within a source protection zone?</p> <p>Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.</p>	<p>R = Within SPZ 1</p> <p>G = Not within SPZ1 or allocation is for greenspace</p>	<p>Cambridge SA topic: Water</p> <p>South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution</p>
<b>Protecting the townscape and historic environment (<i>Landscape addressed by Green Belt criteria</i>)</b>		
Criteria	Performance	Links to Cambridge SA Topics and South Cambridgeshire Sustainability Objectives
<p>Would allocation impact upon a historic park/garden?</p>	<p>R = Site contains, is adjacent to, or within the setting of such areas with potential for significant negative impacts incapable of appropriate mitigation</p> <p>A = Site contains, is adjacent to, or within the setting of such areas with potential for negative impacts capable of appropriate mitigation</p> <p>G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas</p>	<p>Cambridge SA topic: Landscape, townscape and cultural heritage</p> <p>South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.</p>

Would development impact upon a Conservation Area?	R = Site contains, is adjacent to, or within the setting of such an area with potential for significant negative impacts incapable of appropriate mitigation A = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Cambridge SA topic: Landscape, townscape and cultural heritage  South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.
Would development impact upon buildings of local interest (Cambridge only)	A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Cambridge SA topic: Landscape, townscape and cultural heritage  South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity G=No known archaeology on site or in vicinity	Cambridge SA topic: Landscape, townscape and cultural heritage  South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.
<b>Making Efficient Use of Land</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Links to Cambridge SA Topics and South Cambridgeshire Sustainability Objectives</b>
Would development lead to the loss of the best and most versatile agricultural land?	R = Significant loss (20 ha or more) of grades 1 and 2 land A = Minor loss of grade 1 and 2 land	Cambridge SA topic: Communities and well being  South Cambridgeshire Sustainability Objective: 1.

	G = Neutral. Development would not affect grade 1 and 2 land.	Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils.
Would development make use of previously developed land (PDL)? (CITY)	R = No G = Yes	Cambridge SA topic: Communities and well being  South Cambridgeshire Sustainability Objective: 1. Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils.
Would development make use of previously developed land (PDL)? (SCDC)	A=No G=Yes	Cambridge SA topic: Communities and well being  South Cambridgeshire Sustainability Objective: 1. Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils.
<b>Biodiversity and Green Infrastructure</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Links to Cambridge SA Topics and South Cambridgeshire Sustainability Objectives</b>
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	R = Contains or is adjacent to an existing site and impacts incapable of appropriate mitigation A = Contains or is adjacent to an existing site and impacts capable of appropriate mitigation G = Does not contain, is not adjacent to or local area	Cambridge SA topic: Biodiversity and green infrastructure  South Cambridgeshire Sustainability Objective: 5. Maintain and enhance the range and viability of characteristic habitats and species.

	will be developed as greenspace	
Does the site offer opportunity for green infrastructure delivery?	R = Development involves a loss of existing green infrastructure which is incapable of appropriate mitigation. A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation G = Development could deliver significant new green infrastructure	Cambridge SA topic: Biodiversity and green infrastructure  South Cambridgeshire Sustainability Objective: 5. Maintain and enhance the range and viability of characteristic habitats and species.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	R = Development would have a negative impact on existing features or network links incapable of appropriate mitigation A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation G = Development could have a positive impact by enhancing existing features and adding new features or network links	Cambridge SA topic: Biodiversity and green infrastructure  South Cambridgeshire Sustainability Objective: 5. Maintain and enhance the range and viability of characteristic habitats and species.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	R = Development likely to have a significant adverse impact on the protected trees incapable of appropriate mitigation A = Any adverse impact on protected trees capable of appropriate mitigation G = Site does not contain or adjoin any protected trees	Cambridge SA topics: - Biodiversity and green infrastructure - Landscape, townscape and cultural heritage  South Cambridgeshire Sustainability Objective: 5. Maintain and enhance the range and viability of characteristic habitats and species.
<b>Any other information not captured above?</b>		

<p><b>Level 1 Conclusion</b> (after allowing scope for mitigation)</p>	<p><b>R = Significant constraints or adverse impacts</b>  <b>A = Some constraints or adverse impacts</b>  <b>G = Minor constraints or adverse impacts</b></p>	
<p><b>Level 2 Conclusion</b> (after allowing scope for mitigation)</p>	<p><b>R = Significant constraints or adverse impacts</b>  <b>A = Some constraints or adverse impacts</b>  <b>G = Minor constraints or adverse impacts</b></p>	
<p><b>Overall Conclusion</b></p>	<p><b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>  A = Site with development potential (some constraints or adverse impacts)   <b>G = Site with development potential (few or minor constraints or adverse impacts)</b></p>	
<p><b>Viability feedback (from consultants)</b></p>	<p>R = Unlikely to be viable,  A = May be viable  G = Likely to be viable</p>	

## PRO FORMA FOR COMMUNITY STADIUM SITES

Showing links to Cambridge SA Topics and South Cambridgeshire Sustainability Objectives

<b>Site Information</b>		
Site reference number(s):		
Site name/address:		
Functional area (taken from Cambridge City SA Scoping Report): <i>City only</i>		
Photo:		
Map:		
Site description:		
Current use(s): Current use of the site		
Proposed use(s): Identifies whether the site has been proposed for a particular use through representations to the Cambridge or South Cambridgeshire Local Plan consultations, or whether the Local Plan Issues and Options Reports proposed a use.		
Site size (ha): South Cambridgeshire:   ha   Cambridge: ha		
<p><b>Ability to accommodate Sub regional Facilities</b> including potential to accommodate associated community uses</p> <p><b>VERY GOOD</b> (likely to be large enough to accommodate a community stadium and a range of other sub-regional facilities)</p> <p><b>GOOD</b> (likely to be large enough to accommodate a community stadium and one other sub-regional facility)</p> <p><b>ADEQUATE</b> (likely to be large enough to accommodate a community stadium)</p> <p><b>LIMITED</b> (unlikely to be large enough to accommodate a community stadium)</p>		
Site owner/promoter: <i>Owners known/Unknown</i>		
Landowner has agreed to promote site for this development?: <i>Yes/No/Unknown</i>		
Relevant planning history: A summary of recent planning history, as a result of planning applications, or development plans.		

<b>Level 1</b>		
<b>Part A: Strategic Considerations</b>		
<b>Sequential approach to main town centre uses</b>		
Criteria	Performance	Comments / Links to

		Sustainability Objectives
What position does the site fall within the settlement hierarchy?	G – Built up area of Cambridge A = Edge of City R = New Town RR = Village	<p><i>When considering main town centre uses, particularly major sub-regional facilities, a sequential approach needs to be demonstrated.</i></p> <p><i>South Cambridgeshire Sustainability Objective: 16. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)</i></p>
<b>Flood Risk</b>		
Criteria	Performance	Comments / Links to Sustainability Objectives
Is site within a flood zone?	RR = Flood risk zone 3b A = Flood risk zone 3 G = Flood risk zone 2 GG = Flood risk zone 1	<p><i>Identifies the fluvial flood risk of the site, using the Strategic Flood Risk Assessment.</i></p> <p><i>The National Planning Policy Framework requires a sequential approach to development, seeking land at lowest risk first. Development in zone 3a would require exception test if included medical or educational uses.</i></p> <p><i>South Cambridgeshire Sustainability Objective: 11. Reduce vulnerability to future climate change effects.</i></p> <p><i>Cambridge SA topic: Flood risk including climate change adaptation.</i></p>
Is site at risk from surface water flooding?	A= High risk, G = Medium risk GG= Low risk	<i>Information from Surface Water Management plans. Takes account of scope for</i>

		<p><i>appropriate mitigation, which could reduce the level of risk on site and potentially reduce flood risk elsewhere (for example from site run-off).</i></p> <p><i>South Cambridgeshire Sustainability Objective: 11. Reduce vulnerability to future climate change effects.</i></p> <p><i>Cambridge SA topic: Flood risk including climate change adaptation.</i></p>
<b>Green Belt</b>		
Criteria	Performance	Comments / Links to Sustainability Objectives
Is the site in the Green Belt?	If yes, complete section below.	<i>Not all sites being tested are located in the Green Belt</i>
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	<p><i>The purposes of the Green Belt were defined in the South Cambridgeshire Core Strategy, drawing on the Green Belt Study 2002.</i></p> <p><i>The review of impact on Green Belt purposes has been completed with assistance from landscape architects. This will draw on the findings of the Inner Green Belt Study 2012.</i></p> <p><i>South Cambridgeshire Sustainability Objective: 7. Maintain and enhance the diversity and distinctiveness of landscape and townscape character</i></p> <p><i>Cambridge SA topic: Landscape, townscape and cultural heritage</i></p>

To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site	
To prevent communities in the environs of Cambridge from merging into one another and with the City.	RR = Very significant impacts R = Significant negative impacts A = Some impact, but capable of mitigation G = No impact	
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts R = High/medium impacts A = Medium and medium/minor impacts G = Minor and minor/negligible impacts GG = Negligible impacts	
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views. A = Negative impact from loss or degradation of views. G = No or negligible impact on views	
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation. A = Existing lesser quality edge / negative impacts but capable of mitigation G = Not present, significant opportunities for enhancement.	
Distinctive urban edge	R = Existing high quality edge, significant negative impacts incapable of mitigation. A = Existing lesser quality edge / negative impacts but capable of mitigation G = Not present	

Green corridors penetrating into the City	<p>R = Significant negative impact from loss of land forming part of a green corridor, incapable of mitigation</p> <p>A = Negative impact from loss of land forming part of a green corridor, but capable of mitigation</p> <p>G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor</p>	
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	<p>RR = Very significant negative impacts incapable of satisfactory mitigation</p> <p>R = Significant negative impacts incapable of satisfactory mitigation</p> <p>A = Negative impacts but capable of partial mitigation</p> <p>G = No impacts or minor impacts capable of mitigation</p>	
A landscape which has a strongly rural character	<p>R = Significant negative impacts incapable of satisfactory mitigation</p> <p>A = Negative impacts but capable of partial mitigation</p> <p>G = No impacts or impacts capable of mitigation</p>	
Overall conclusion on Green Belt	<p>RR = Very high and high impacts</p> <p>R = High/medium impacts</p> <p>A = Medium and medium/minor impacts</p> <p>G = Minor and minor/negligible impacts</p> <p>GG = Negligible impacts</p>	<p><i>Assessment likely to pull across findings from the 2012 Inner Green Belt Boundary Study. Using 5 bands allows a finer grained appreciation of importance/significance of site in relation to GB purposes and functions.</i></p>

<b>Impact on the Landscape</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>
Would development maintain and enhance the diversity and distinctiveness of landscape character?	<p>RR = Development conflicts with landscape character with significant negative impacts incapable of mitigation</p> <p>R = Development conflicts with landscape character with minor negative impacts incapable of mitigation</p> <p>A = Development would be generally compatible or capable of being made compatible with local landscape character</p> <p>G = Development would relate to local landscape character and offer opportunities for landscape enhancement</p> <p>GG = Development would relate to local landscape character and offer significant opportunities for landscape enhancement</p>	<p><i>Includes consideration of whether a stadium or other facility would have different impacts to residential development.</i></p> <p><i>South Cambridgeshire Sustainability Objective: 7. Maintain and enhance the diversity and distinctiveness of landscape and townscape character</i></p> <p><i>Cambridge SA topic: Landscape, townscape and cultural heritage</i></p>
<b>Impact on the Townscape</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>
Would development maintain and enhance the diversity and distinctiveness of townscape character?	<p>RR = Development conflicts with townscape character with significant negative impacts incapable of mitigation</p> <p>R = Development conflicts with townscape character with minor negative impacts incapable of mitigation</p> <p>A = Development would be generally compatible or capable of being made compatible with local</p>	<p><i>Includes consideration of whether a stadium or other facility would have different impacts to residential development.</i></p> <p><i>South Cambridgeshire Sustainability Objective: 7. Maintain and enhance the diversity and distinctiveness of landscape and townscape character</i></p>

	<p>townscape character</p> <p>G = Development would relate to local townscape character and offer opportunities for townscape enhancement</p> <p>GG = Development would relate to local townscape character and offer significant opportunities for landscape enhancement</p>	<p><i>Cambridge SA topic: Landscape, townscape and cultural heritage</i></p>
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments / Links to Sustainability Objectives
<p>Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites?</p>	<p>R = Site is on or adjacent to an SSSI with negative impacts incapable of mitigation</p> <p>A = Site is on or adjacent to an SSSI with negative impacts capable of mitigation</p> <p>G = Site is not near to an SSSI with no or negligible impacts</p>	<p><i>South Cambridgeshire Sustainability Objective: 4. Avoid damage to designated sites and protected species</i></p> <p><i>Cambridge SA topic: Biodiversity and green infrastructure</i></p>
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments / Links to Sustainability Objectives
<p>Would development impact upon a Scheduled Ancient Monument (SAM)?</p>	<p>R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts</p> <p>A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted</p> <p>G = Site is not on or adjacent to a SAM</p>	<p><i>South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.</i></p> <p><i>Cambridge SA topic: Landscape, townscape and cultural heritage</i></p>
<p>Would development impact upon Listed Buildings?</p>	<p>R = Site contains, is adjacent to, or within the setting of such buildings with potential for</p>	<p><i>South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas</i></p>

	<p>significant negative impacts incapable of appropriate mitigation</p> <p>A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation</p> <p>G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings</p>	<p><i>and sites designated for their historic interest, and protect their settings.</i></p> <p><i>Cambridge SA topic: Landscape, townscape and cultural heritage</i></p>
<b>Part B: Infrastructure Criteria</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>
Is the site allocated or safeguarded in the Minerals and Waste LDF?	<p>R = Site or a significant part of it falls within an allocated or safeguarded area, development would have significant negative impacts</p> <p>A = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts</p> <p>G = Site is not within an allocated or safeguarded area.</p>	<p><i>Cambridgeshire County Council have been consulted.</i></p> <p><i>South Cambridgeshire Sustainability Objective: 1. Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils</i></p> <p><i>Cambridge SA topic: Communities and Well Being</i></p>
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	<p>R = Site is within the PSZ or is designated as an area where no development should occur</p> <p>A = Site or part of site within the SZ</p> <p>G = Site is not within the PSZ or SZ</p>	<p><i>Location within a zone will not in itself prevent development; it depends upon the nature of the development and its height.</i></p> <p><i>South Cambridgeshire Sustainability Objective: 23. Secure appropriate investment and development in transport</i></p>

		<i>infrastructure, and ensure the safety of the transport network.</i>
Is there a suitable access to the site?	R = No A = Yes, with mitigation G = Yes	<i>Advice from Cambridgeshire County Council, as the Local Highways Authority.</i>
Would allocation of the site have a significant impact on the local highway capacity?	R = Insufficient capacity. Negative effects incapable of appropriate mitigation. A = Insufficient capacity. Negative effects capable of appropriate mitigation. G = No capacity constraints identified that cannot be fully mitigated	<i>Advice from Cambridgeshire County Council, as the Local Highways Authority.</i>  <i>South Cambridgeshire Sustainability Objective: 23. Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network.</i>
Would allocation of the site have a significant impact on the strategic road network capacity?	R = Insufficient capacity. Negative effects incapable of appropriate mitigation. A = Insufficient capacity. Negative effects capable of appropriate mitigation. G = No capacity constraints identified that cannot be fully mitigated	<i>Advice from the Highways Agency.</i>  <i>South Cambridgeshire Sustainability Objective: 23. Secure appropriate investment and development in transport infrastructure, and ensure the safety of the transport network.</i>

<b>Level 2 Site Considerations</b>		
<b>Community facilities</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>
Would development lead to a loss of community facilities?	R = Development would lead to the loss of one or more community facilities incapable of appropriate mitigation	<i>South Cambridgeshire Sustainability Objective: 18. Encourage and enable</i>

	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible GG = Potential for additional community facilities	<i>the active involvement of local people in community activities</i>  <i>Cambridge SA topic: Communities and Well Being</i>
Could it form part of an existing or new community?	R = Isolated from existing or planned residential community. A = Near to existing community, but limited opportunities for integration. G = Near to a planned new community, with opportunities for integration.	<i>One of the goals of a community stadium is to play a hub role in a community. This criteria considers how a proposal could link to an existing or planned community.</i>  <i>South Cambridgeshire Sustainability Objective: 18. Encourage and enable the active involvement of local people in community activities</i>  <i>Cambridge SA topic: Communities and Well Being</i>
<b>Outdoor facilities and green spaces</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>
Would development result in the loss of land protected by Cambridge Local Plan (CLP) policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	R = Yes A = In part G = No	<i>Including commons, recreation grounds, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, and allotments and other similar areas.</i>  <i>South Cambridgeshire Sustainability Objective: 14. Improve the quantity and quality of publically accessible open space.</i>  <i>Cambridge SA topics:</i>

		<ul style="list-style-type: none"> <li>- Communities and Well Being</li> <li>- <i>Landscape, townscape and cultural heritage</i></li> <li>- <i>Biodiversity and green infrastructure</i></li> </ul>
<p>If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?</p>	<p>R=No A = Unknown G=Yes</p>	<p><i>Policy requires a satisfactory replacement facility elsewhere.</i></p> <p><i>South Cambridgeshire Sustainability Objective: 14. Improve the quantity and quality of publically accessible open space.</i></p> <p><i>Cambridge SA topics:</i></p> <ul style="list-style-type: none"> <li>- Communities and Well Being</li> <li>- <i>Landscape, townscape and cultural heritage</i></li> <li>- <i>Biodiversity and green infrastructure</i></li> </ul>
<p>If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space / outdoor sports facilities and achieve the minimum standards of onsite public open space (OS) provision?</p>	<p>A = No, the site by virtue of its size is not able to provide additional open space</p> <p>G = Development could provide some enhanced provision of new public open spaces</p> <p>GG = Development could create the opportunity to deliver significantly enhanced provision of new public open spaces</p>	<p><i>A key objective of national planning policy is for planning to promote healthy communities. Good accessibility to open spaces and sports facilities is likely to encourage healthier lifestyles.</i></p> <p><i>G or GG where there is potential for training pitches and community facilities, not just a stadium pitch.</i></p> <p><i>Appraisal guided by site size and circumstance, as specific proposals not available for all sites.</i></p> <p><i>South Cambridgeshire Sustainability Objective: 14. Improve the quantity</i></p>

		<p><i>and quality of publically accessible open space.</i></p> <p><i>Cambridge SA topics:</i></p> <ul style="list-style-type: none"> <li>- Communities and Well Being</li> <li>- <i>Landscape, townscape and cultural heritage</i></li> <li>- <i>Biodiversity and green infrastructure</i></li> </ul>
<b>Supporting Economic Growth</b>		
Criteria	Performance	Comments / Links to Sustainability Objectives
Would development result in the loss of employment land identified in the Employment Land Review?	<p>R = Significant loss of employment land and job opportunities not mitigated by alternative allocation in the area (&gt; 50%)</p> <p>A = Some loss of employment land and job opportunities mitigated by alternative allocation in the area (&lt; 50%), or no reasonable prospect of employment development.</p> <p>G = No loss of employment land / allocation is for employment development</p>	<p><i>From GIS. Retained business estates, office locations and other portfolio sites defined in ELR</i></p> <p><i>South Cambridgeshire Sustainability Objective: 19. Improve the efficiency, competitiveness, vitality and adaptability of the local economy.</i></p> <p><i>Cambridge SA topic: Economy</i></p>
<b>Sustainable Transport</b>		
Criteria	Performance	Comments / Links to Sustainability Objectives
What type of public transport service is accessible at the edge of the site?	<p>R = Service does not meet the requirements of a high quality public transport (HQPT)</p> <p>A = service meets requirements of high quality public transport in most but not all instances</p> <p>G = High quality public transport service</p>	<p><i>Cambridge City Council have carried out a assessment of where HQPT is available, using the definition in the Cambridge Local Plan.</i></p> <p><i>South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.</i></p>

		<i>Cambridge SA topic: Transport</i>
How far is the site from an existing or proposed train station?	R = >800m A = 400 - 800m G = <400m	<i>From approximate centre of site to proposed Science Park Station or Cambridge Station.</i>  <i>South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.</i>  <i>Cambridge SA topic: Transport</i>
What type of cycle routes are accessible near to the site? CITY	<b>RR</b> = no cycling provision and traffic speeds >30mph with high vehicular traffic volume.  <b>R</b> = No cycling provision or a cycle lane less than 1.5m with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.  <b>A</b> = Medium quality off-road path.  <b>G</b> = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway.  <b>GG</b> = Quiet residential street designed for 20mph speeds, high quality off-road paths with good	<i>Completed by Cambridge City Cycling Officer taking into account speed of traffic and accident records and width of facility and nature of any sharing with pedestrians.</i>  <i>South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.</i>  <i>Cambridge SA topic: Transport</i>

	segregation from pedestrians, uni-directional hybrid cycle lanes.	
SCDC Would development reduce the need to travel and promote sustainable transport choices:	RR = Score 0-4 from 4 criteria below R = Score 5-9 from 4 criteria below A = Score 10-14 from 4 criteria below G = Score 15-19 from 4 criteria below GG = Score 19-24 from 4 criteria below	<i>This assessment of accessibility have been utilised in the South Cambridgeshire Sustainability Appraisal.</i>  <i>South Cambridgeshire Sustainability Objective: 22. Reduce the need to travel and promote more sustainable transport choices.</i>  <i>Cambridge SA topic: Transport</i>
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6) Within 600m (4) Within 800m (3) Within 1000m (2) Beyond 1000m (0)	
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6) 20 minute service (4) 30 minute service (3) 60 minute service (2) Less than hourly service (0)	
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6) Between 21 and 30 minutes (4) Between 31 and 40 minutes (3) Between 41 and 50 minutes (2) Greater than 50 minutes (0)	
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6) 5-10km (4) 10-15km (3) 15-20km (2) 20km + (0)	
<b>Air Quality, pollution, contamination and noise</b>		

Criteria	Performance	Comments / Links to Sustainability Objectives
Is the site within or near to an AQMA, the M11 or the A14?	R= Within or adjacent to an AQMA A = Within or adjacent to M11 or A14 G = <1000m of an AQMA, M11 or A14 GG = >1000m of an AQMA, M11, or A14	The assessment will include consideration of the health impacts of air quality.  <i>South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution</i>  <i>Cambridge SA topic: Communities and Well Being</i>
Would the development of the site result in an adverse impact/worsening of air quality?	R = Significant adverse impact A = Adverse impact G = Minimal, no impact, reduced impact	<i>South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution</i>  <i>Cambridge SA topic: Communities and Well Being</i>
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate mitigation G = No adverse effects or capable of full mitigation	<i>South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution</i>  <i>Cambridge SA topic: Communities and Well Being</i>
Are there potential light pollution problems if the site is developed, as a receptor or generator?	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate	<i>South Cambridgeshire Sustainability Objective: 3. Improve air quality and</i>

	mitigation G = No adverse effects or capable of full mitigation	<i>minimise or mitigate against sources of environmental pollution</i>  <i>Cambridge SA topic: Communities and Well Being</i>
Are there potential odour problems if the site is developed, as a receptor or generator?	R = Significant adverse impacts incapable of appropriate mitigation A = Adverse impacts capable of adequate mitigation G = No adverse effects or capable of full mitigation	<i>South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution</i>  <i>Cambridge SA topic: Communities and Well Being</i>
Is there possible contamination on the site?	R = All or a significant part of the site within an area with a history of contamination which, due to physical constraints or economic viability, is incapable of appropriate mitigation during the plan period A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development G = Site not within or adjacent to an area with a history of contamination	<i>South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution</i>  <i>Cambridge SA topic: Communities and Well Being</i>
<b>Protecting Groundwater</b>		
Criteria	Performance	Comments / Links to Sustainability Objectives

<p>Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.</p>	<p>R = Within SPZ 1 G = Not within SPZ1 or allocation is for greenspace</p>	<p><i>South Cambridgeshire Sustainability Objective: 3. Improve air quality and minimise or mitigate against sources of environmental pollution</i></p> <p><i>Cambridge SA topic: Water</i></p>
<p><b>Protecting the townscape and historic environment</b></p>		
<p>Criteria</p>	<p>Performance</p>	<p>Comments / Links to Sustainability Objectives</p>
<p>Would allocation impact upon a historic park/garden?</p>	<p>R = Site contains, is adjacent to, or within the setting of such areas with potential for significant negative impacts incapable of appropriate mitigation A = Site contains, is adjacent to, or within the setting of such areas with potential for negative impacts capable of appropriate mitigation G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas</p>	<p><i>South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.</i></p> <p><i>Cambridge SA topic: Landscape, townscape and cultural heritage</i></p>
<p>Would development impact upon a Conservation Area?</p>	<p>R = Site contains, is adjacent to, or within the setting of such an area with potential for significant negative impacts incapable of appropriate mitigation A = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation G = Site does not contain or adjoin such an area,</p>	<p><i>South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.</i></p> <p><i>Cambridge SA topic: Landscape, townscape and cultural heritage</i></p>

	and there is no impact to the setting of such an area	
Would development impact upon buildings of local interest (Cambridge only)	A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	<i>South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.</i>  <i>Cambridge SA topic: Landscape, townscape and cultural heritage</i>
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity G=No known archaeology on site or in vicinity	<i>South Cambridgeshire Sustainability Objective: 8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.</i>  <i>Cambridge SA topic: Landscape, townscape and cultural heritage</i>
<b>Making Efficient Use of Land</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>
Would development lead to the loss of the best and most versatile agricultural land?	R = Significant loss (20 ha or more) of grades 1 and 2 land A = Minor loss of grade 1 and 2 land G = Neutral. Development would not affect grade 1 and 2 land.	<i>Maps produced by DEFRA identify that most of South Cambridgeshire's farmland is in the higher grades of the Agricultural Land Grades 1, 2 and 3a are the grades which comprise the best and most versatile land which is a national resource. The DEFRA maps do not divide zone 3 into a and b. The focus of the appraisal will be on grade 1 and 2. Loss of 20 hectares or more</i>

		<p>would be considered significant, reflecting the threshold used for referring planning applications to DEFRA.</p> <p>South Cambridgeshire Sustainability Objective: 1. Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils</p> <p>Cambridge SA topic: Communities and Well Being</p>
Would development make use of previously developed land (PDL)?	<p>R = No A = Partly G = Yes</p>	<p>South Cambridgeshire Sustainability Objective: 1. Minimise the irreversible loss of undeveloped land, economic mineral reserves, and productive agricultural holdings and the degradation / loss of soils</p> <p>Cambridge SA topic: Communities and Well Being</p>
<b>Biodiversity and Green Infrastructure</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments / Links to Sustainability Objectives</b>
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	<p>R = Contains or is adjacent to an existing site and impacts incapable of appropriate mitigation A = Contains or is adjacent to an existing site and impacts capable of appropriate mitigation</p>	<p>South Cambridgeshire Sustainability Objective: 5. Maintain and enhance the range and viability of characteristic habitats and species</p>

	G = Does not contain, is not adjacent to or local area will be developed as greenspace	<i>Cambridge SA topic: Biodiversity and green infrastructure</i>
Does the site offer opportunity for green infrastructure delivery?	R = Development involves a loss of existing green infrastructure which is incapable of appropriate mitigation. A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation G = Development could deliver significant new green infrastructure	<i>Only larger sites are likely to be able to deliver significant green infrastructure. Note that potential for additional sports pitches and open space are addressed by a separate category.</i>  <i>South Cambridgeshire Sustainability Objective: 6. Improve opportunities for people to access and appreciate wildlife and green spaces</i>  <i>Cambridge SA topic: Biodiversity and green infrastructure</i>
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	R = Development would have a negative impact on existing features or network links incapable of appropriate mitigation A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation G = Development could have a positive impact by enhancing existing features and adding new features or network links	<i>South Cambridgeshire Sustainability Objective: 5. Maintain and enhance the range and viability of characteristic habitats and species</i>  <i>Cambridge SA topic: Biodiversity and green infrastructure</i>
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	R = Development likely to have a significant adverse impact on the protected trees incapable of appropriate mitigation A = Any adverse impact on protected trees capable of appropriate mitigation G = Site does not contain	<i>South Cambridgeshire Sustainability Objective: 5. Maintain and enhance the range and viability of characteristic habitats and species</i>

	or adjoin any protected trees	<i>Cambridge SA topics:</i> - Biodiversity and green infrastructure - Landscape, townscape and cultural heritage
<b>Any other information not captured above?</b>		

<b>Level 3</b>		
<b>Availability and Deliverability</b>		
Criteria	Performance	Comments / Links to Sustainability Objectives
Are there any known legal issues/covenants that could constrain development of the site?	R = Yes G = No	
Is the site part of a larger site and could it prejudice development of any strategic sites?	R = Yes major impact A = Some impact G = No impact	
Is the site available for this type of development?	R = Yes A = Unknown G = No	
Is the site viable for this type of development?	R = Yes A = Unknown G = No	
Timeframe for bringing the site forward for development?	R = Beyond 2031 G = Start of construction between 2017 and 2031 GG = Start of construction between 2011 and 2016	Cambridge United have a 50 year lease on their current ground, but have a desire to move soon. This is reflected in the scoring.

<b>Conclusions</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	R = Significant constraints or adverse impacts A = Some constraints or adverse impacts G = Minor constraints or adverse impacts	
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	R = Significant constraints or adverse impacts A = Some constraints or adverse impacts G = Minor constraints or adverse impacts	

<b>Level 3 Conclusion</b>	R = Significant constraints or adverse impacts A = Some constraints or adverse impacts G = Minor constraints or adverse impacts	
<b>Overall Conclusion</b>	R = Site with significant constraints and adverse impacts A = Site with some constraints or adverse impacts G = Site with few or minor constraints or adverse impacts	