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# **NORTH EAST CAMBRIDGE AREA ACTION PLAN ISSUES AND OPTIONS 2019**

**INTERIM SA REPORT**

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# 1. NON-TECHNICAL SUMMARY

## 1.1 What is this report?

The Cambridge Northern Fringe Area Action Plan (CNF AAP) is being subject to a Sustainability Appraisal (SA) to assess its effects on important sustainability issues. This report sets out an assessment of the Issues and Options Stage. The results of this assessment will be used by the Council when drafting the next stages of the plan.

Note: The plan is currently referred to as the Cambridge Northern Fringe Area Action Plan in the Councils' Local Development Scheme. Reflecting the more comprehensive vision being envisaged for the area, and the need to integrate development better with surrounding communities, the Councils consider that the plan should be renamed the 'North East Cambridge Area Action Plan', and they are seeking views on this.

From this point in this document onwards we refer to the Area Action Plan as the North East Cambridge Area Action Plan, and the area being considered as North East Cambridge (NEC).

## 1.2 The Area Action Plan

The Council's Local Plans identify Cambridge Northern Fringe east, located between the A14 and Chesterton, contains one of the last substantial brownfield sites within the city. The site straddles the administrative boundaries of Cambridge City Council and South Cambridgeshire District Council and therefore the Councils have decided to take a co-ordinated approach to development through providing a commitment to prepare a joint Area Action Plan (AAP) for the site. The proposed Boundary for the AAP was set out in the Local Plans under the associated Local Plan policies. Cambridge Science Park also has growth plans, and intensification of uses in this area is supported by the South Cambridgeshire Local Plan. It is now proposed that the AAP include both areas and be called the North East Cambridge AAP.

The Councils have prepared an Issues and Options 2019 consultation document which forms the important early stage in developing the AAP, setting out the blueprint for a comprehensive and co-ordinated regeneration of the area. This document identifies key issues, challenges and opportunities facing the area and set out different ways (options) that the Councils can deal with these. The Issues and options document is not designed to put forward any firm proposals for the development of the site, but to seek views on how the plan should be developed.

The Issues and Options 2019 consultation document is accompanied by an interim SA (this document). SA is a process which takes place alongside plan making to form part of the evidence base and will help inform the development of strategic development options through identifying potential positive and negative social, economic and environmental impacts. The overall aim of the appraisal process is to help ensure that the Councils' AAP makes an effective contribution to the pursuit of 'sustainable development'.

## 1.3 Sustainability Appraisal

The Sustainability Appraisal (SA) process incorporates requirements of Strategic Environmental Assessment, a requirement to assess the significant environmental impact of plans which applies across Europe. The first stage of the Sustainability Appraisal process has been to produce a SA

Scoping Report for the AAP. This was produced in August 2014<sup>1</sup> and provides context for the appraisal and identifies issues of particular importance to the area. An Issues and Options 1 report<sup>2</sup> was produced for consultation in 2014<sup>3</sup> and recognising the challenges involved in relocating the Anglian Water's Water Recycling Centre (WRC), the report set out four potential options for the potential redevelopment of the area. An Interim SA Report was prepared to accompany the 2014 Issues and Options 1 document and was subject to public consultation. While the results from the consultation indicated a strong preference for variations of Options 2 and 4, Cambridge City Council members considered the cost and challenge of relocating the Water Recycling Centre under Option 4 was unfeasible, rendering the option impossible to implement. Work on preparing the AAP was paused at this point to consider the way forward, and whilst the Councils Local Plans were progressed.'

Since consultation closed on the Issues and Options document, there have been a number of significant developments that both affect and inform the preparation of the AAP therefore a second Issues and Options document has been prepared and will be the subject of this SA appraisal. The Issues and Options 2019 consultation document and this SA report will be consulted upon with the public and stakeholders, which will offer the opportunity for people to provide further information of relevant to the development of the Plan.

#### **1.4 What has been assessed?**

As part of the SA process reasonable alternatives need to be defined and assessed. This includes defining and assessing reasonable alternative sites for development and reasonable alternative approaches to the spatial strategy and other planning issues.

The approach to the assessment of the options has been set out in Section 5 of this report. Not all approaches have been assessed or assessed against the full range of sustainability topics. This is because they will affect only some of the sustainability issues or because options have not been suggested (and the purpose of this stage of the assessment is to help the council decide between alternatives). A full screening table of the options is provided in Appendix 1.

#### **1.5 What were the results?**

The results of the assessments are shown in commentaries and assessment tables which show how each approach performs in relation to different sustainability objectives.

Please note that a significant negative effect does not mean that a particular approach should not be taken forward by the Council and a significant positive effect does not mean that the approach should automatically be taken forward.

The results of the assessment of the approaches is shown in Section 5 of this report.

The Council can use the results of the assessment to choose planning approaches that perform positively and can use the knowledge gained to ensure that mitigation measures are put in place to reduce any negative impacts identified.

<sup>1</sup> <https://www.cambridge.gov.uk/media/2695/cnfe-aap-io-scoping-report.pdf>

<sup>2</sup> <https://www.cambridge.gov.uk/media/2687/cnfe-aap-io-interim-sustainability-appraisal.pdf>

<sup>3</sup> <https://www.cambridge.gov.uk/media/2688/cnfe-aap-io-issues-and-options-report.pdf>

## **1.6 Next Steps**

This report will be consulted on alongside the Issues and Options 2019 consultation . The findings of the SA and the comments received will be taken into account within the next stage of work. This will form Stages B3-B6 of the SA as set out in Table 2.

## 2. INTRODUCTION

### 2.1 Background

Ramboll has been commissioned to undertake a Sustainability Appraisal (SA) of the approaches being considered as part of the draft North East Cambridge Area Action Plan (NEC AAP).

The plan is currently referred to as the Cambridge Northern Fringe Area Action Plan in the Councils' Local Development Scheme. Reflecting the more comprehensive vision being envisaged for the area, and the need to integrate development better with surrounding communities, the Councils consider that the plan should be renamed the 'North East Cambridge Area Action Plan', and they are seeking views on this. From this point in this document onwards we refer to the Area Action Plan as the North East Cambridge Area Action Plan, and the area being considered as North East Cambridge (NEC).

A Scoping Report for the Cambridge Northern Fringe East (CNFE) Area Action Plan was produced in August 2014<sup>1</sup> and provides context for the appraisal and identifies issues of particular importance to the area.

An Issues and Options 1 report was produced for consultation in 2014 and recognising the challenges involved in relocating the Anglian Water's Water Recycling Centre (WRC), the report set out four potential options for the potential redevelopment of the area. An Interim SA Report was prepared to accompany the 2014 Issues and Options document and was subject to public consultation. While the results from the consultation indicated a strong preference for variations of Options 2 and 4, Cambridge City Council members considered the cost and challenge of relocating the Water Recycling Centre under Option 4 was unfeasible, rendering the option impossible to implement. Work on preparing the AAP was paused at this point to consider the way forward, and whilst the Councils Local Plans were progressed.'

Since consultation on the Issues and Options document there have been a number of significant developments that affect and inform the preparation of the AAP including:

- The new north Cambridge Railway Station and extension of the Guided Busway have opened;
- The Ely to Cambridge Transport Study has been completed, highlighting the constraints and opportunities of North East Cambridge;
- The Government's Housing Infrastructure Fund (HIF) – the HIF is an initiative that was established in July 2017 to unlock challenging sites for the redevelopment of significant housing. Cambridgeshire and Peterborough Combined Authority endorsed a bid submitted by Cambridge City Council and Anglian Water to relocate the WRC releasing the site for comprehensive regeneration. The HIF bid has been shortlisted and therefore the AAP is required to be progressed, prompting a need to revisit the development potential of NEC and the balance of the land use mix to be delivered from that previously proposed under the previous Issue and Options draft of the AAP.

In light of these developments, the Council therefore felt it necessary to assess a new set of development options for the future of the site and have also proposed to include the Science Park to the west whilst updating the name of the AAP to North East Cambridge (NEC).

This report is the SA Report which outlines the results of an appraisal of the sustainability effects of the plan's options (also referred to as reasonable alternatives) contained within the new Issues and Options 2019 consultation document. The SEA Directive and transposing SEA

Regulations require the identification, description and evaluation of the likely significant effects on the environment of “reasonable alternatives” taking into account the objectives and the geographical scope of the plan or programme” (Reg 12 (1(b))).

## 2.2 The Area Action Plan

The NEC site, located between the A14, Chesterton and King’s Hedges wards and bounded by The Cambridge – Kings Lynn railway line, contains one of the last substantial brownfield sites within the city. The site straddles the administrative boundaries of Cambridge City Council (CCC) and South Cambridgeshire District Council (SCDC) and therefore the Councils have decided to take a co-ordinated approach to development through providing a commitment to prepare a joint Area Action Plan (AAP) for the area. This approach is to seek the wider regeneration of this part of the city with the creation of a revitalised, employment-focused area centred on the new transport interchange created by Cambridge North Station. As discussed above, the AAP comprises a wider area than the Cambridge Northern Fringe East policies in the Local Plans, incorporating the Cambridge Science Park to the west of Milton Road.

The Cambridge and South Cambridgeshire Local Plans were adopted in 2018. Policy 15 of the Cambridge City Council Local Plan and Policy SS/4 of the South Cambridgeshire District Council Local Plan allocate the CNF East for development. The policies say that “the amount of development, site capacity, viability, timescales and phasing of development will be established through the preparation of an AAP for the site.” The AAP is intended to provide a detailed and pro-active policy framework to guide development, regeneration and investment decisions across the area.

The South Cambridgeshire Local Plan also identifies the Cambridge Science Park as suitable for intensification. It is proposed to extend the AAP boundary to include Cambridge Science Park to the west of the site. This is to allow for comprehensive development of the area north of Cambridge.

The NEC AAP will provide the opportunity to engage the community and stakeholders in the consideration of such matters in a formal and structured process. It is expected that, through consultation, the AAP will establish a more definitive shared vision and objectives for the area as a whole as well as its constituent parts, and will set out the policies, proposals and site allocations required to ensure growth and development is promoted, coordinated and managed to deliver that vision and the social, environmental and economic outcomes sought.

## 2.3 How to comment on this report

This report does not constitute an environmental report (in the English planning system called a SA report) under the SEA regulations. At the issues and options stage, it is good practice to produce fairly brief reports which can then be developed into the formal (regulation compliant) SA report at a draft plan stage. This report has been prepared for consultation alongside the NEC AAP Issues and Options 2019 consultation document in order to present the potential sustainability implications of the issues and options. If you would like to make a comment about this report, please use the following contact details:

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<b>Tel:</b> 01954 713183



### 3. METHODOLOGY

This Section sets out the methodology used to assess the NEC AAP Issues and Options 2019 consultation document. Government guidance and advice from statutory consultees sets out a five-stage process (A-E) for undertaking SEA in order to meet the requirements of the SEA Regulations (Table 1).

**Table 1: SA Key Tasks**

SA Stage	Purpose of the SA Stage
<b>Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope (scoping)</b>	
A1: Identifying other relevant policies, plans and programmes and sustainability objectives	To document how the plan is affected by outside factors and suggest ideas for how any constraints can be addressed.
A2: Collecting baseline information	To provide a baseline evidence base of information about the district in order to identify sustainability issues, predict effects and monitor significant effects.
A3: Identifying sustainability issues and problems	To help focus the SA and streamline the subsequent stages, including baseline information analysis, setting of the SA framework, prediction of effects and monitoring.
A4: Developing the SA framework	To provide a framework of objectives and questions by which the sustainability of the plan can be tested.
A5: Producing scoping report and consulting on the scope of the SA	To consult with statutory bodies with social, environmental, or economic responsibilities to ensure the appraisal covers the key sustainability issues.
<b>Stage B: Developing and refining options and assessing effects</b>	
B1: Testing the plan objectives against the SA framework <b>Current stage of the SA</b>	To ensure that the overall objectives of the plan are in accordance with sustainability principles.
B2: Developing the plan options <b>Current stage of the SA</b>	To assist in the development and refinement of the Local Plan options, by identifying potential sustainability effects of options
B3 and B4: Predicting and evaluating the effects of the plan	To predict the significant effects of the plan and assist in the refinement of the plan.
B5: Considering ways of mitigating adverse effects and maximising beneficial effects	To ensure that all potential mitigation measures and measures for maximising beneficial effects are considered.
B6: Proposing measures to monitor the significant effects of implementing the plan	To detail the means by which the sustainability performance of the plan can be assessed.

<b>SA Stage</b>	<b>Purpose of the SA Stage</b>
<b>Stage C: Preparing the SA Report</b>	
C1: Preparing the SA Report	To provide a detailed account of the SA process.
<b>Stage D: Consulting on the draft plan and SA Report</b>	
D1: Public participation on the preferred options of the plan and the SA Report	To provide the public and statutory bodies with an early and effective opportunity to express their opinion on the SA Report and to use it as a reference point when commenting on the plan.

### **3.1 Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope (scoping)**

The detailed methodology used for Stage A along with the findings of this stage are set out within the CNF AAP SA Scoping Report which can be accessed at:

<https://www.cambridge.gov.uk/media/2695/cnfe-aap-io-scoping-report.pdf>.

The main output of Stage A was an SA Framework which has drawn on the objectives of other relevant plans, policies and programmes and key sustainability issues identified within the review of baseline data. This framework is presented in Table 2. The Scoping Report also provided the baseline information for the AAP. This has been updated and included in Section 4 of this report.

Ramboll has used the information gathered during Stage A to undertake an evidence-based appraisal of the options. Where data has not been available, this has been identified within Section 3.5.

The SA Framework sets out objectives and decision-aiding questions against which to appraise the NEC AAP and its alternatives. To maintain consistency with the Local Plans the SA framework for the SA of the NEC AAP has been based on the SAs of the South Cambridgeshire Local Plan and the Cambridge Local Plan and has been adapted to reflect the issues faced by the AAP. Table 5.1 of the SA Scoping Report (see link above) sets out the process followed in developing the final SA Framework for the NEC AAP. A check of the SA framework has been undertaken to ensure that it still addresses the significant issues given the change to the boundary of the area to include the Science park. This has not required any changes to the SA Framework.

The SA Framework also incorporates objectives and decision-aiding questions which reflect the needs of Equalities Impact Assessment (EqIA) and Health Impact Assessment (HIA). This will be a separate document which will be produced to accompany the AAP.

Table 2: SA Framework for NEC AAP

SA Objective	Proposed Sub-Objective / Decision-aiding questions
<b>Land</b>	
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves.	<p>Will it use land that has been previously developed?</p> <p>Will it use land efficiently?</p> <p>Will it minimise the degradation/loss of soils due to new development?</p> <p>Will it avoid the sterilisation of economic mineral reserves?</p> <p>Will it promote resource efficiency and recycling?</p>
<b>Environmental quality and pollution</b>	
2. Improve air quality and minimise or mitigate against sources of environmental pollution	<p>Will it maintain and improve air quality around the AAP and along the routes to the City including the A14?</p> <p>Will it ensure that dust pollution does not affect sensitive receptors?</p> <p>Will it minimise, and where possible improve on, unacceptable levels of noise pollution, and vibration?</p> <p>Will it minimise odour impacts?</p> <p>Will it remediate contaminated land?</p>
3. Protect and where possible enhance the quality of the water environment	<p>Will it ensure that groundwater is protected?</p> <p>Will it enhance surface water features including the quality of water entering the First Public Drain and the River Cam?</p>
<b>Biodiversity, flora and fauna</b>	
4. Avoid adverse effects on designated sites and protected species	<p>Will it conserve protected species (including Jersey Cudweed) and protect sites designated for nature conservation interest (including Local Nature Reserves and Wildlife Sites), and geodiversity?</p>
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	<p>Will it deliver net gains in biodiversity?</p> <p>Will it reduce habitat fragmentation, maintain and enhance connectivity between existing green and blue infrastructure and enhance key native habitats?</p> <p>Will it help deliver habitat restoration (helping to achieve Biodiversity Action Plan Targets)?</p> <p>Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?</p>
<b>Landscape, townscape and cultural heritage</b>	
6. Maintain and enhance the diversity and local distinctiveness of landscape and	<p>Will it maintain and enhance the distinctiveness of landscape character, and the character of the Cambridge Green Belt?</p> <p>Will it maintain and enhance the diversity and distinctiveness of townscape character?</p>

SA Objective	Proposed Sub-Objective / Decision-aiding questions
townscape character	<p>Will it ensure the scale of development is sensitive to the existing key landmark buildings and low lying topography of the City?</p> <p>Will it protect the historic environment through appropriate design and scale of development?</p> <p>Will it lead to developments built to a high standard of design and good place making that reflects local character?</p>
<b>Climate change</b>	
7. Minimise impacts on climate change (including greenhouse gas emissions)	<p>Will it ensure deployment of energy efficiency and renewable energy technologies?</p> <p>Will it minimise contributions to climate change through sustainable construction practices?</p>
8. Reduce vulnerability to future climate change effects.	<p>Will it protect and enhance existing natural flood risk management infrastructure?</p> <p>Will it ensure that suitable sustainable drainage measures are incorporated into developments in order to manage surface water runoff?</p> <p>Will it provide green and blue infrastructure which will help reduce climate change impacts locally?</p> <p>Does it include measures to adapt to climate change in ways that do not increase greenhouse gas emissions including giving consideration to the layout and massing of new developments?</p>
<b>Human health and well being</b>	
9. Maintain and enhance human health and wellbeing, and reduce inequalities	<p>Will it promote good health and encourage healthy lifestyles?</p> <p>Will it help address levels of deprivation in north and east Cambridge?</p> <p>Will it reduce inequalities in health in the north and east of Cambridge?</p>
10. Improve the quantity and quality of publicly accessible open space.	<p>Will it increase the quantity and quality of publicly accessible open space?</p> <p>Will it protect and enhance community, leisure and open space provision, particularly in East Chesterton ward?</p> <p>Will it maintain and enhance open spaces and green space within the urban area and the Green Belt setting?</p>
11. Ensure everyone has access to decent, appropriate and affordable housing	<p>Will it support the provision of a range of housing types to meet identified needs?</p>
<b>Economy and infrastructure</b>	
12. Redress inequalities related to age, disability, gender,	<p>Will it improve relations between people from different backgrounds or social groups and contribute to community diversity?</p> <p>Will it ensure equal access for all?</p>

SA Objective	Proposed Sub-Objective / Decision-aiding questions
race, faith, location and income	
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	<p>Will it provide accessibility to and improve quality of key local services and facilities, including health, education and leisure (shops, post offices, pubs etc?)</p> <p>Will it improve access to jobs and training for all?</p> <p>Will it encourage and enable engagement in community activities?</p>
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	<p>Will it maintain and enhance competitiveness, and capitalise on Cambridge's position as one of the UK's most competitive cities?</p> <p>Will it provide high-quality employment land in appropriate, accessible locations to meet the needs of businesses, and the workforce?</p> <p>Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, district and local centres?</p> <p>Will it provide appropriate office space?</p> <p>Will it minimise the loss of industrial floor space?</p>
15. Support appropriate investment in people, places, communications and other infrastructure	<p>Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?</p> <p>Will it improve access to education and training for all, and support provision of skilled employees to the economy?</p>
16. Reduce the need to travel and promote more sustainable transport choices.	<p>Will it enable shorter journeys, improve modal choice and integration of transport modes to encourage or facilitate the use of modes such as walking, cycling and public transport?</p> <p>Will it encourage cycling for journeys over one mile?</p> <p>Will it discourage and reduce the use of the private car and ensure greater access to frequent public transport?</p> <p>Will it support movement of freight by means other than road?</p> <p>Will it promote infrastructure for zero emissions vehicles?</p> <p>Will it make the transport network safer for all users, both motorised and non-motorised?</p>

### 3.2 Stage B: Assessing the elements of the plan

This stage involves assessment of the Issues and Options 2019 consultation document against the SA framework, taking into account the evidence base. The SEA Regulations make it clear that reasonable alternatives to a plan should be identified and assessed. In addition to this, the SA report should include an outline of the reasons for "selecting the alternatives dealt with" (SCHEDULE 2, Regulation 12(3)).

The aim of this assessment is to assess the sustainability of the options. Once the draft plan has been developed it will be assessed in more detail.

However, the information presented by the councils in the Issues and Options 2019 consultation document is a mix of policy approaches, spatial options and general questions to consultees. Therefore, it is not possible to assess the effects of every element of the Issues and Options 2019 consultation document. A screening exercise has been carried out to ascertain which issues and options are possible to assess. This screening exercise is shown in Appendix 1. This screening table presents how the SA has addressed each issue.

The elements of the Issues and Options 2019 consultation document that have been assessed have been assessed in two different ways dependent on the level of detail that is possible to include in the assessment. The main purpose of the SA at this stage is on areas where genuine options are proposed and where carrying out an assessment can genuinely add value to the plan making process. Therefore, detailed assessments have been provided for spatial options (in this case the indicative concept plan) and also where options have been provided. These detailed assessments are provided in an assessment matrix (table) which sets out in detail what the effects of the different options are likely to be and provides a comparison between the options. This approach has been applied to the following elements of the Issues and Options 2019 Report:

- Indicative Concept Plan;
- Issue: Local Movement and Connectivity;
- Issue: Milton Road interface;
- Issue: Green Space Provision;
- Issue: Industrial Uses; and
- Issue: Sustainable design and construction standard.

Where policy approaches have been put forward in the Issues and Options 2019 Report these have been assessed through provision of a sustainability commentary. This approach has been applied to the following elements of the Issues and Options 2019 Report:

- Issue: AAP boundary;
- Issue: Creating a healthy community;
- Issue: Building Heights and Skyline;
- Issue: Crossing the railway line;
- Issue: Managing car parking and servicing;
- Issue: Car Mode Share;
- Issue: Car Parking;
- Issue: Cycle Parking;
- Issue: Types of Employment Space;
- Issue: Housing Mix;
- Issue: Affordable Housing;
- Issue: Custom Build Housing;
- Issue: Houses in Multiple Occupation (HMO);
- Issue: Private Rented Sector Housing;
- Issue: Other forms of specialist housing, including for older people, students & travellers;
- Issue: Quality and Accessibility of Housing;
- Issue: Site wide approaches to sustainable design and construction;
- Issue: Biodiversity; and
- Issue: SMART technology.

### 3.3 How does the SA define significance

The SEA Regulations specify the criteria that should be taken into account when determining likely significant effects. These criteria, which principally relate to the nature of the effects arising from the plan/plan option and the value and vulnerability of the receptors, are as follows:

- How valuable and vulnerable is the receptor that is being impacted?
- How probable, frequent, long lasting and reversible are the effects?
- What is the magnitude and spatial scale of the effect?
- Are the effects beneficial or adverse?

The assessment of significance should involve, where possible, the assessor considering the above criteria for each potential effect along with a consideration of how the plan will help to achieve (or not) the SA objectives. Table 2.3 sets out the key to the scoring system used within the detailed appraisal matrices presented in this Interim SA Report.

**Table 3: Key to appraisal scoring**

<b>Symbol</b>	<b>Likely impact against the SA Objective</b>
<b>++</b>	Potentially significant beneficial impact, option supports the objective
<b>+</b>	Option supports this objective although it may have only a minor beneficial impact
<b>~</b>	Option has no impact or effect and is neutral insofar as the benefits and drawbacks appear equal and neither is considered significant
<b>?</b>	Uncertain or insufficient information is available on which to determine the appraisal at this stage
<b>-</b>	Option appears to conflict with the objective and may result in adverse impacts
<b>--</b>	Potentially significant adverse impact, conflict with this objective

The term 'neutral effect' means there is no discernible beneficial or adverse effect. In some cases the policies are also not directly relevant to the SA objectives and these have been recorded as neutral. The SA has focused on identifying and recording significant impacts.

### 3.4 Cumulative effects

To comply with the SEA regulations, it is necessary to identify any likely significant cumulative effects of the plan. A cumulative effects assessment will be carried out once the proposals in the AAP are further developed.

### 3.5 Difficulties encountered during the assessment

This SA has been undertaken at a strategic level and as such, detailed data concerning a number of issues is not yet available. A number of workstreams to inform the development of the NEC AAP are yet to be completed:

- A Transport Study focussing on Ely to Cambridge has been produced. This study was completed in January 2018 and was commissioned by Greater Cambridge Partnership on the

transport schemes needed to accommodate the major development planned at a new town north of Waterbeach, Cambridge Northern Fringe and the Cambridge Science Park. Building on the recommendations of the Ely to Cambridge Study, a transport assessment is required and will explore measures required to enable development in the area and inform preparation of the AAP. Therefore, the Sustainability Appraisal scoring has not been fully completed with regards to the potential direct and indirect effects of traffic e.g. on air quality and noise impacts on the local transport network.

- A Landscape Character & Visual Impact Assessment is underway, which will be used to test the impacts of development options.
- A Development Capacity Study will assess the capacity of the relevant land parcels within NEC to accommodate development (including employment activities, residential and other uses) including the quantum of floorspace and assumed typologies.
- Employment Land Review to inform the demand and supply of employment land.
- Further ecology surveys, particularly of the Science Park.
- Community Audit, a detailed assessment of existing facilities and support to inform service delivery and infrastructure provision.
- A new Retail Needs Assessment
- Further Assessments of the impacts of constraints, including noise, air quality and contamination.
- Viability Assessment.
- NEC Infrastructure Delivery Plan assessment of the effectiveness and cost/benefit of potential mitigation measures for implementation within NEC.
- Policy approaches and options have been assessed at this stage rather than draft policies which would be clearer with regards to intent and therefore, potential impacts might be easier to predict. The findings of the SA, along with consultation responses on the Issues and Options document, will be used to develop policies at the Draft Plan stage.

### **3.6 Habitats Regulations Assessment**

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 and Ramsar Sites. The Habitats Directive promotes a hierarchy of avoidance, mitigation and compensatory measures.

The first stage of HRA is screening which identifies the likely impacts upon European sites and Ramsar sites, either alone or in combination with other projects or plans and considers whether these impacts are likely to be significant. 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 next stage of Appropriate Assessment (AA). An initial screening exercise is being undertaken of the Issues and Options 2019 consultation document in order to identify, at this early stage, the likelihood of the NEC resulting in Likely Significant Effects (LSEs) on European sites and whether any of the options being considered present greater risks of LSEs occurring compared with the others. The methodology used for the HRA screening was used to assess the Local Plans and has previously been agreed with Natural England.



## 4. NORTH EAST CAMBRIDGE AREA ACTION PLAN

### 4.1 The Existing Site: Constraints and Opportunities

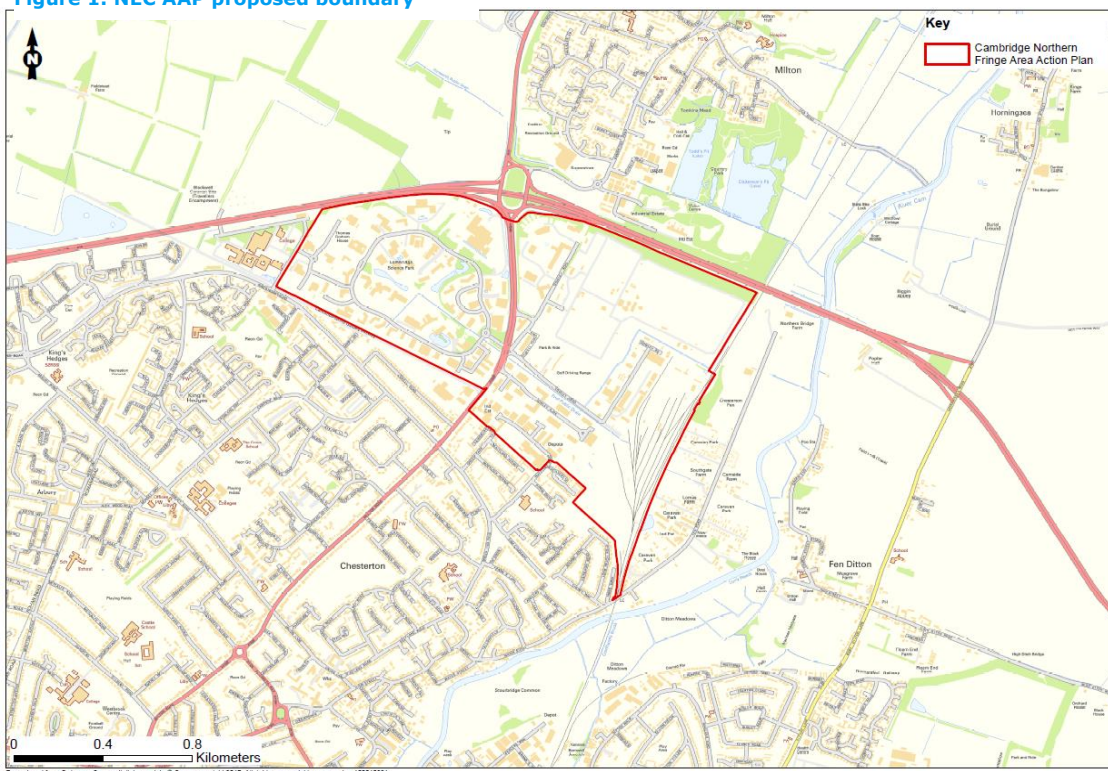
The proposed NEC AAP boundary is shown in Figure 1. The area contains a number of constraints and opportunities which have a strong influence on the alternative schemes and policies possible for this area. The constraints and opportunities which have been considered by Cambridge City Council and South Cambridgeshire District Council in the development of the Issues and Options 2019 consultation document are discussed in this section in the format of a series of baseline report cards. The report cards do not seek to reproduce all the data that is included in the Local Plans SA scoping reports, instead they provide an updated summary of the key baseline issues for the AAP.

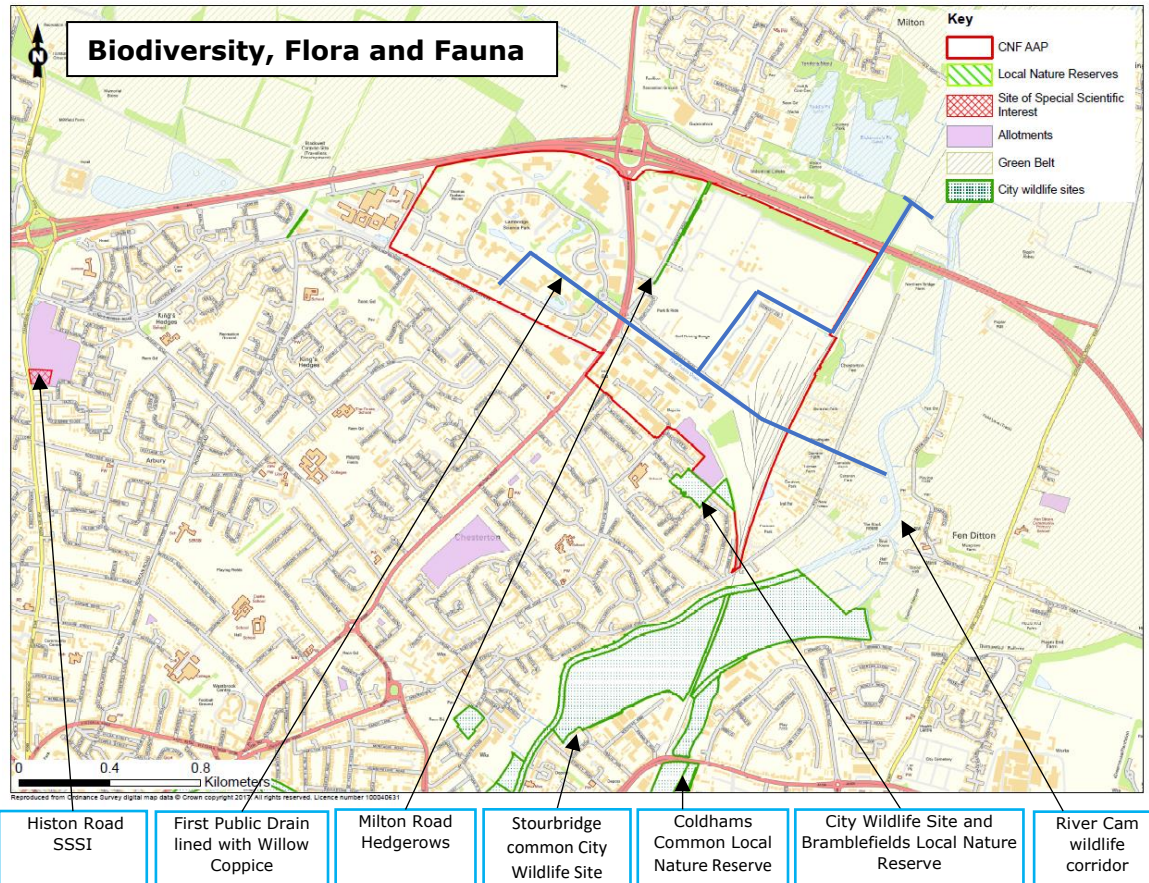
The report cards provide supporting baseline text, a future baseline column which refers to likely conditions in a 'no nothing' scenario assuming the AAP is not produced. Development may still go ahead in this scenario but it would be piecemeal and would not benefit from the forward planning and coordination that the AAP will provide.

Data gaps and new data to be forthcoming are highlighted in Section 3.5. The councils have indicated that a number of studies / investigations are outstanding on baseline issues. These are set out in the Issues and Options 2019 consultation document and as these studies are finalised this information will be added to the SA baseline.

Any further data gaps that are found in subsequent stages of the SA will be highlighted and the implications of the data gaps to the assessment made clear. If any further baseline data becomes available as the SA progresses, this data will be added to the SA baseline and reported in subsequent reports (e.g. the SA Report).

**Figure 1: NEC AAP proposed boundary**





**Current Baseline**

The draft AAP is in close proximity to Milton Country Park and the River Cam Corridor.

East Chesterton Ward, which is near to the draft AAP, has 2.89ha of protected open space per 1,000 population. 58.5% of this is publicly accessible.

The draft AAP has very limited existing open spaces, and what open space exists, such as the Bramblefields LNR, the wildlife corridor associated with First Public Drain and Nuffield Road allotments, is utilised by the existing community. The Milton Road hedgerows are designated as a City Wildlife Site (CWS) and qualifies for its potential value as *'it just misses criteria for hedgerows and is likely to meet them in the future'*. There are a number notable plants present within the eastern area of the draft AAP and records of protected species within the vicinity of the site include Water vole records associated with the First Public Drain. Bramblefields LNR comprises a mix of woody and bramble scrub, woodland, grassland and a small pond therefore any future development within the draft AAP should aim to retain and enhance this.

The status of notable plants present in the rail sidings is to be confirmed following recent development works. An ecology survey undertaken in 2016 recorded the presence of notable plant species and protected species.

**Implications**

The AAP will consider the approach to open space within the AAP area, and options are proposed in the consultation. Ecology surveys to identify habitats and species of value and importance that need to be considered in determining constraints and opportunities.

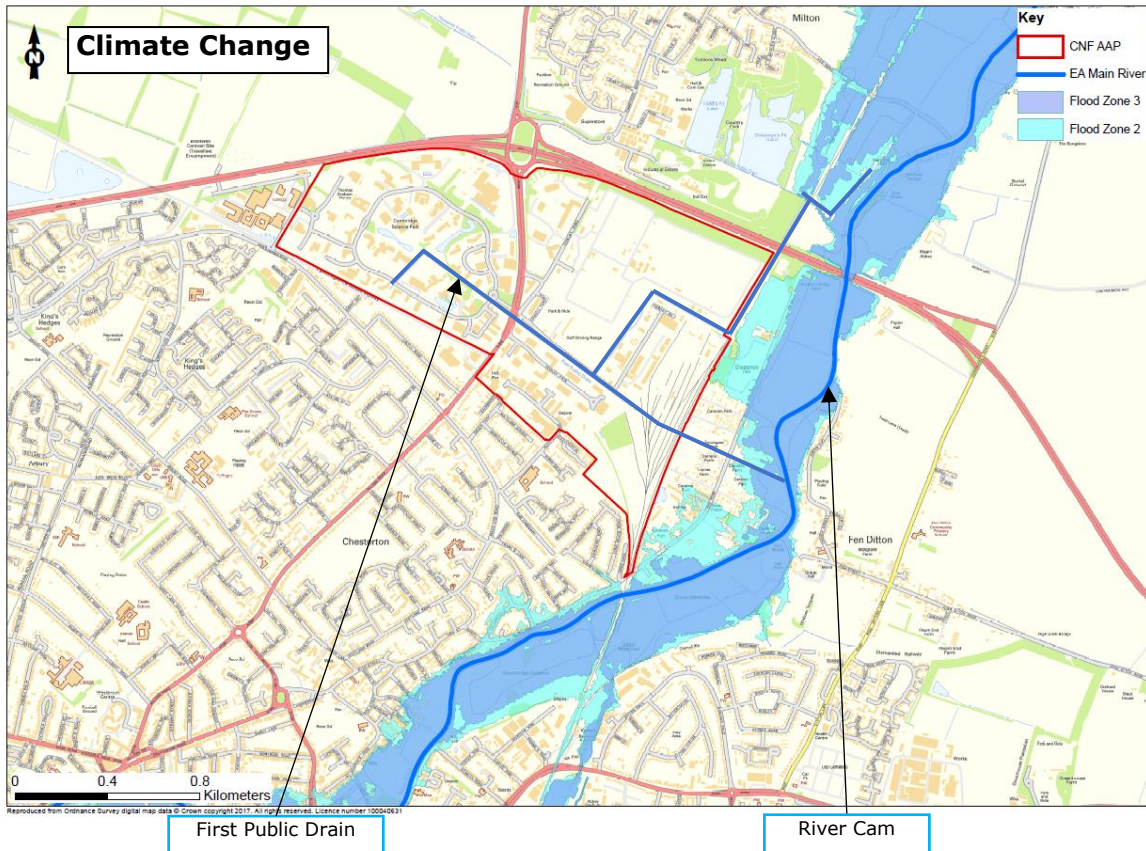
The draft AAP should seek to maintain and enhance the connectivity of fragmented habitats through encouraging additional green infrastructure. The draft AAP should seek to protect the LNR and CWS and could encourage access via footpath links from employment and housing areas within the site. There are opportunities for ecological improvements around the First Public Drain (water quality improvements and habitat creation). Biodiversity can be enhanced by integrating enhancement into all development proposals, for example by means of biodiverse roofs, integration of bird and bat boxes and selection of native specie

**Likely Future Baseline**

Pressure for development in the CNF area is likely to increase pressure on already fragmented habitats. Existing green infrastructure is likely to be protected and new infrastructure provided for as development takes place, through policies in the Local Plans. However, this ad hoc approach is less likely to make the most of opportunities for provision of a more coherent network of green spaces.

Large areas of the site are of limited value in habitat and protected species terms and are likely to be the focus for future development within the area.





### **Current Baseline**

There is a need to ensure carbon emissions are minimised and the principles of sustainable design and construction are integrated into all development proposals. The former is referred to as climate change mitigation and the latter climate change adaptation.

First Public drain runs across the draft AAP and connects into the River Cam to the east and north east of the site. The drain is a wildlife corridor at present and provides the surface water drainage for the draft AAP and much of the surrounding area. The main flow of the drain is to the north with a semi-redundant section shown to connect into the River Cam, flowing underneath the railways sidings to the east.

The draft AAP is in flood zone 1 (low risk), however, there is a level of surface water flood risk. The risk is confined to small local areas that can be mitigated against through good design and careful masterplanning. Areas of open space may be required to manage this risk.

Levels of groundwater in the area are known to be high, although there are no recorded instances of groundwater flooding within the CNF area. Contamination will also determine surface water management solutions.

Various contaminants are present on site, including heavy metals in soils, hydrocarbons in the soil and groundwater and chlorinated solvents and monitoring should occur to ensure that this does not affect the water quality within the First Public Drain.

### **Likely Future Baseline**

In terms of carbon emissions, new development in Cambridge is expected to result in significant emissions growth over the period to 2020. The councils have agreed to strive towards zero carbon by 2050, and review policies through the next local plan. Even if changes were made now, however, unavoidable climate change would still occur. There are three key risks for Cambridge associated with predicted changes in climate:

- Increased summer temperatures and heatwaves;
- Flooding; and
- Water shortages and droughts

Existing flood risk will prevail and individual planning applications would be required to limit impacts on flooding through Local Plan policies. However, a coordinated approach to Sustainable urban Drainage Systems (SuDS) will not be achieved through ad hoc development and therefore, opportunities for greater enhancements may be missed.

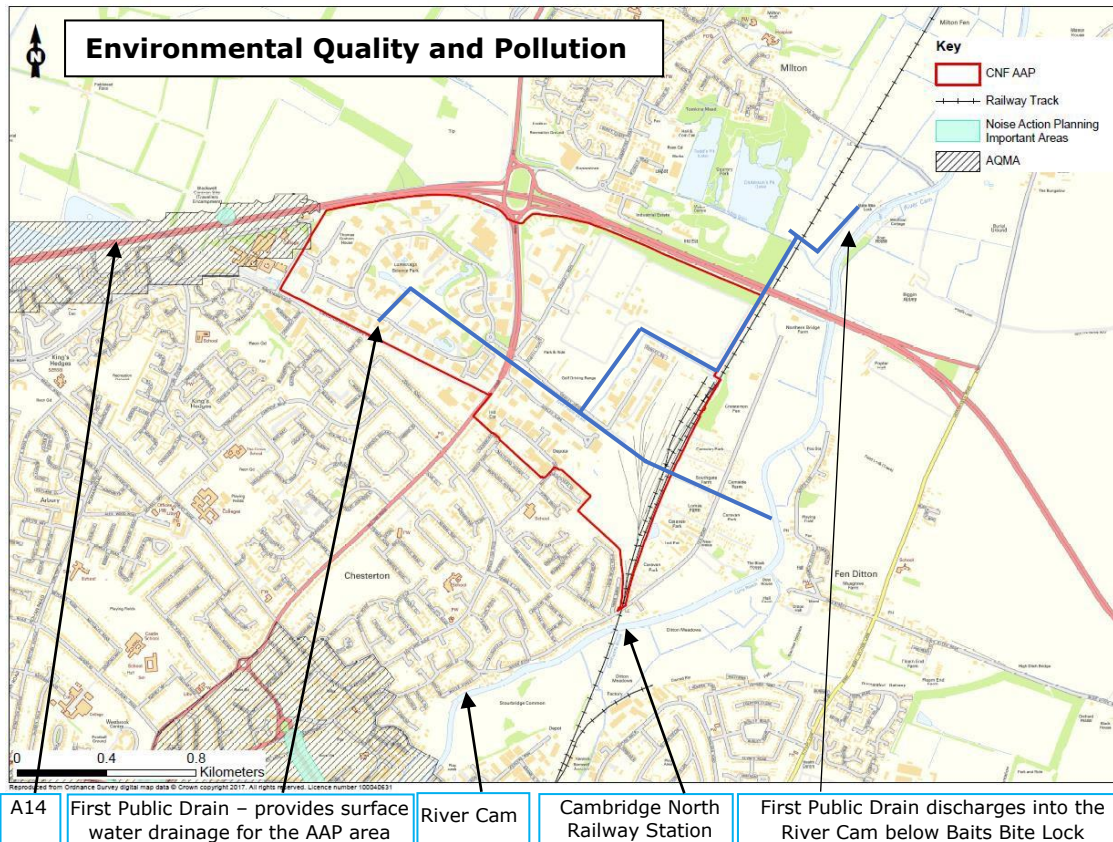
### **Implications**

The principles of sustainable design and construction need to be integrated into all development proposals. Both councils have sustainable design SPDs in place. However, more specific sustainability requirements may be necessary as part of the draft AAP. It is important that the following considerations are addressed:

- The potential for imposition of carbon reduction policies that are more onerous than the national building regulations.
- The requirement for an energy hierarchy pursued through supportive local planning policies.
- Measures to deal with increased temperatures in a way that do not increase energy use and associated greenhouse gas emissions, for example, through improvements to building fabric.
- Water scarcity particularly in regard to looking at the creation of new areas of landscaping and minimising the use of potable water for irrigation (see below for details regarding flooding).

An integrated surface water policy is needed for the draft AAP. This should include:

- Consideration of sustainable drainage systems;
- Holding water on site including water storage areas; and
- Opportunities for ecological improvements around the First Public Drain (both water quality improvements and habitat creation).



### **Current Baseline**

The A14 is being upgraded between Huntingdon and the Milton Interchange. Ongoing operation of the aggregates importing businesses will generate dust and this must be dealt with by the draft AAP. Operations associated with the ongoing use of railway for aggregates importation currently present noise and vibration issues.

The Cambridge North railway station is now open, along with the guided busway extension to provide direct access to the station.

The eastern area of the draft AAP contains contaminated land including heavy metals in soils, hydrocarbons in the soil and groundwater and chlorinated solvents. Elevated ground gas is also present on site. Remediation will be integral to redevelopment of this area of the site.

The draft AAP and a large portion of north Cambridge drains into the First Public Drain watercourse. The River Cam into which it drains, has moderate ecological quality and good chemical quality.

Air Quality issues have been identified along the A14 and adjoins the draft AAP in the north west. The Water Recycling Centre is currently a source of odour to the local area and is therefore currently a constraint to development.

### **Implications**

The operational activities of the aggregate importing business in the longer term must be considered in the draft AAP. This will have impacts in terms of what class and type of development is suitable in certain locations in the draft AAP. By proposing development in the draft AAP, it will encourage the thorough investigation and remediation of contaminated land.

Areas immediately adjacent to the A14, the railway line and sidings, mineral and waste operations will require mitigation due to noise issues. Consideration will need to be given to air quality associated with the industrial areas and the A14; dust from the mineral and waste operations; and vibration close to the railway line and sidings. Measures to reduce light pollution from new developments will also be required.

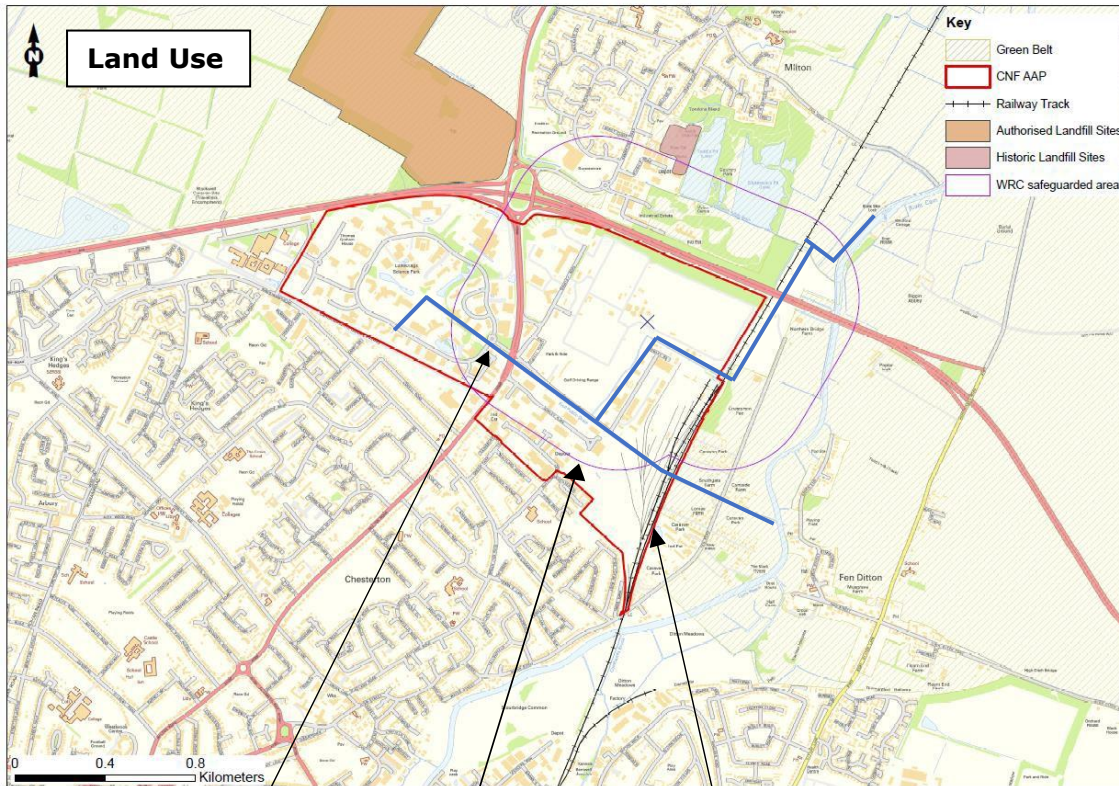
Design and layout options for the draft AAP should include SuDS to improve water quality within First Public Drain and the River Cam, whilst providing opportunities to slow and reduce runoff rates which will have benefits for the wider drainage of the site.

### **Likely Future Baseline**

Air quality along the A14 may improve following upgrading and management of the AMQA. Dust may continue to be emitted from the aggregates importing business. Railway for aggregates importation will continue to produce noise and vibration.

Water sensitive urban design will be implemented in the draft AAP through the policies in the Local Plans which should improve water quality. However, a coordinated approach to Sustainable Drainage Systems (SuDS) will not be achieved through ad hoc development and therefore, opportunities for greater enhancements may be missed.





First Public Drain – provides surface water drainage for the AAP

Chesterton Rail Sidings – contains notable plans and protected species

Cambridge North Railway Station – opened in 2017 and provides links to Cambridge City centre

### **Current Baseline**

The majority of the draft AAP is previously developed land, with Anglian Water’s Water Recycling Centre (WRC) currently occupying approximately 40% of the eastern area of the site and Cambridge Science Park comprising, St Johns Innovation Centre and Cambridge Business Park to the west (30% of Cambridge’s current office and R&D stock).

The current Mineral and Waste Plan allocates a sand and gravel safeguarding area adjacent to the draft AAP however the [Mineral and Waste Plan](#) and associated allocations are currently under review as it is not clear at the current stage whether more sites are required.

The draft AAP does not include any agricultural land however, it does contain contaminated land. The area to the north and east is designated as Green Belt land. The golf driving range north of Crowley Road is still operational.

Chesterton Rail Sidings has been freed up for development by reconfiguring the aggregates railway siding.

There is a high level of housing needed in the Cambridge area and the draft AAP and its surroundings currently has very limited facilities (e.g. retail, community and leisure uses).

### **Likely Future Baseline**

There are currently no plans to exploit the sand and gravel nearby.

Contaminated land is likely to remain as such unless development is proposed and remediation takes place in order to enable the development.

Much of the land in the area is under-utilised in terms of development density. There are also significant areas of vacant and under used land on site and this likely remain.

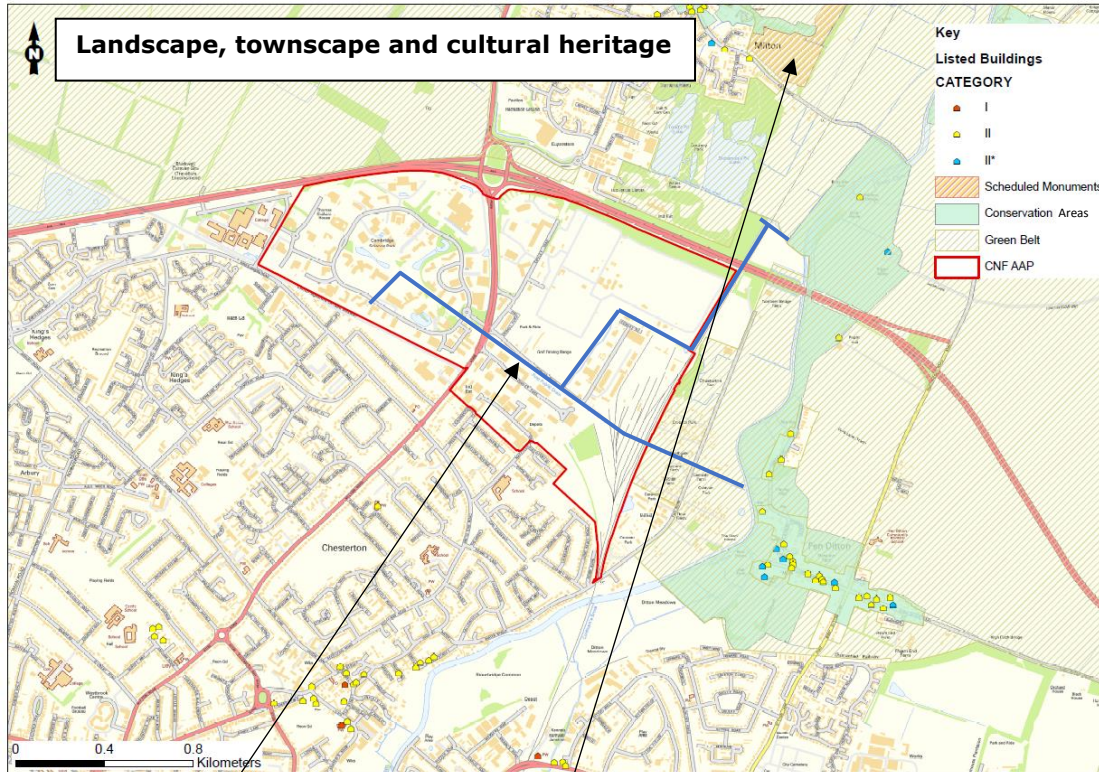
Neighbouring residential areas are home to some of the city’s more disadvantaged communities and this is likely to continue without additional employment and local facility provision.

### **Implications**

Development of the draft AAP will require thorough investigation of ground contamination and may require remediation and mitigation proposals, the nature of which partly depends on the proposed uses. The level of remediation required depends on the proposed uses. The highest level required will be for residential uses with gardens. Redevelopment of the draft AAP for uses identified within the Local Plan policies would make good use of previously developed land.

There is a high level of housing needed in the Cambridge area and there are currently limited community facilities and open space within the draft AAP. While opportunities for housing on CNF area are to some extent limited, the area can still make a valuable contribution to overall housing and local facility supply.





First Public Drain

Scheduled Monument designated for Multi-phased settlement east of Milton

### **Current Baseline**

Transport infrastructure, business and commercial development are now major components of the relevant National Character Area profile 88: Bedfordshire and Cambridgeshire Claylands. It is not known whether there is underground archaeology present within the draft AAP.

Cowley Road industrial estate includes a range of low density industrial uses, in addition to providing the frontage to the new station. The large area occupied by Chesterton rail sidings has been unused for many years and contributes toned to enhance the overall character of the area. The Cambridge Science Park provides home for a range of science and technology-based industries and contains significant areas of car parking. Planning permission has already been granted for some buildings to be demolished and replaced with more intensive commercial buildings.

Baits Bite Lock and Fen Ditton/Chesterton Sidings conservation areas are located east of the railway and are recognised for the architectural quality and historic interest. These areas contain multiple listed buildings designations.

### **Likely Future Baseline**

There is likely to be a continued focus on residential, commercial and infrastructure, road and rail improvements within the draft AAP and within the wider landscape context.

There is likely to be a need to maintain and where appropriate enhance the overall character and qualities of the townscape and skyline of Cambridge.

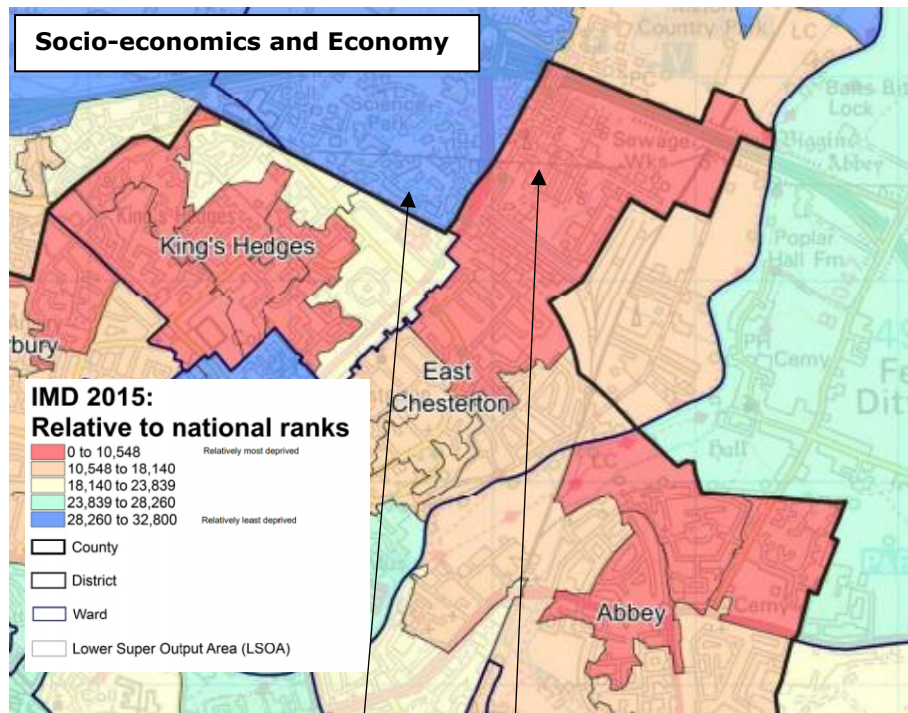
Existing nearby conservation area, listed buildings and Green Belt designation are likely to remain in place.

### **Implications**

Development within the draft AAP should respect the adjacent Green Belt and seek to maintain its character, views and the wider landscape context will be important Considerations for the draft AAP. There is a need to maintain and where appropriate enhance the overall character and qualities of the skyline of Cambridge, as the city continues to grow and develop into the future.

Development within the draft AAP will need to complement and enhance the city's character through the use of high quality design that maximises opportunities to support the natural environment with new and existing open spaces.

Potential for unknown archaeology may require investigation prior to development consent, however, no known constraints are recorded which will affect the masterplan options.



The western area of the site is contained within the Milton ward, under South Cambridgeshire District Council jurisdiction.

The eastern area of the site is contained within the East Chesterton ward of under Cambridge City Council jurisdiction.

### **Implications**

The draft AAP should ensure that new jobs and facilities are accessible to people from all backgrounds and demographic groups. It should also set out a coordinated approach to employment development. It could provide local shops and other complementary uses.

Protected Open Space within the draft AAP (Bramblefields LNR and an area of allotments in the south) should be included within the draft AAP masterplan. The draft AAP could contribute to improving health and well-being of local residents through the provision of Publicly Accessible Open Space, the minimisation of environmental pollution, the encouragement of active lifestyles through the prioritisation of walking and cycling modes in the draft AAP masterplan.

### **Current Baseline**

The areas adjoining the CNF area are largely residential. To the east of the railway line there are a number of Gypsy and Traveller sites.

Of the three wards adjoining the site, two fall within the 20 most deprived wards in Cambridgeshire in terms of indices of multiple deprivation, namely the King's Hedges and East Chesterton wards. The East Chesterton is the 13th most deprived ward in the county. The area is also the 2nd worst ranked in Cambridge and South Cambridgeshire in terms of the Income Deprivation Affecting Children Index.

A number of new office buildings have recently been granted planning permission/redeveloped within Cambridge Science Park and St John's Innovation Park.

The Employment Land Review (2012) identified a particular need for office space in or on the edge of Cambridge. Opportunities have been identified on the northern fringe of Cambridge for additional employment development, taking advantage of the increased accessibility of the area as a result of by the Guided Busway and the new railway station. There is need to provide B1a (office use), space and more incubation or enterprise centres whereby small scale new ventures can be launched, focused on the city centre and the northern fringe.

Cambridge Science Park Exchange has live superfast fibre broadband and cabinets within the eastern area of the draft AAP have been upgraded recently.

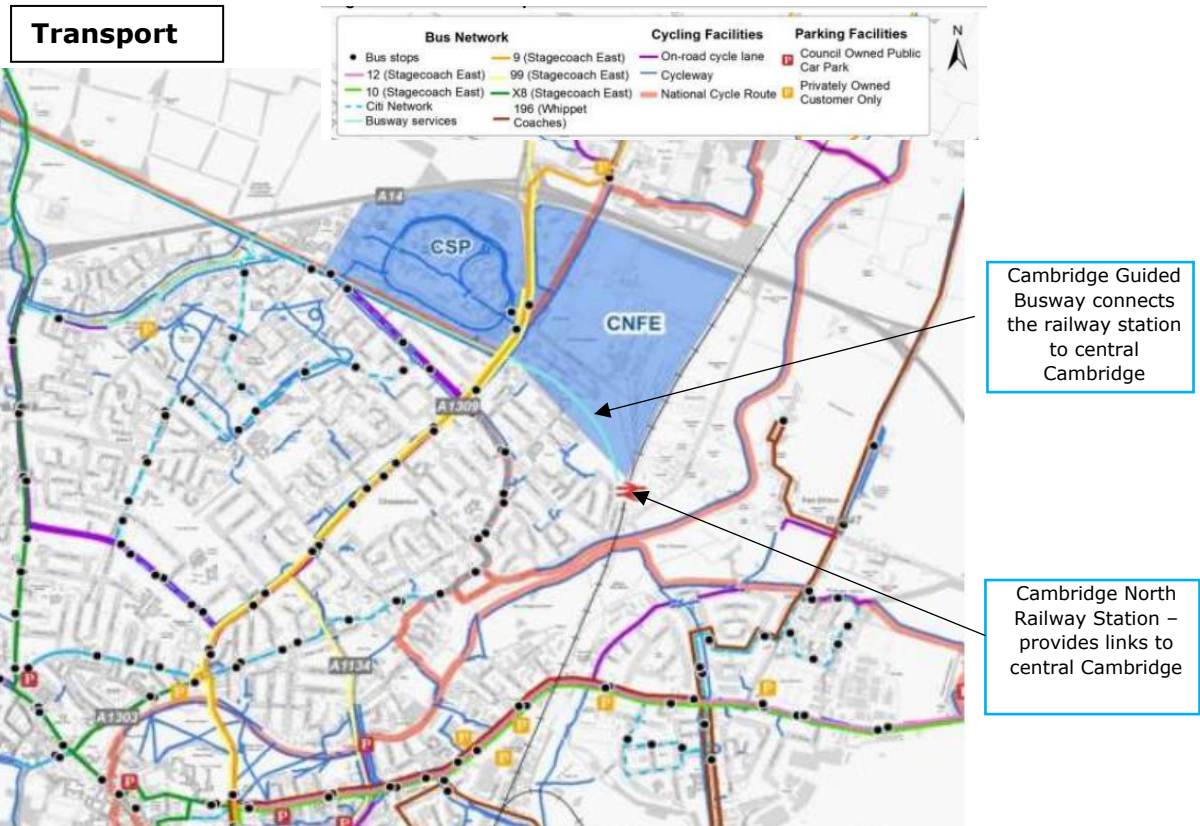
### **Likely Future Baseline**

New employment may be provided through new developments within the draft AAP which come forward independently of an AAP. Without a draft AAP, opportunities to provide for healthy lifestyles and ensure equality in access to employment opportunities may be missed.

The South Cambridgeshire Local Plan includes a policy which supports densification of employment uses on the site. Some of the existing building stock is dated, and there is an opportunity for the site to evolve to continue to make a significant contribution to the employment needs of Greater Cambridge.

The area to the north of Cambridge should continue to be the main focus for development related to high technology and innovation. This well established and world renowned cluster will need to be carefully grown to ensure that increasing demand for employment floorspace is met over future decades.





**Current Baseline**  
 The Ely to Cambridge Transport Study found that around 76% of work trips to the CNF area are made by car which is significantly higher than many other areas in and around Cambridge. In terms of soft modes of transport to work, only 2% made by bus and 15% made by bicycle. The opening of the new railway station, Guided Busway and cycling and walking improvements offers an opportunity to improve this situation.

The Cambridge North Station opened in 2017 and is located within one mile from Cambridge Science Park and 0.5 miles from CNFE. The railway provides services to London, Ely, Kings Lynn and Norwich. Cambridge Busway provides access to the Science Park and links to the Cambridge North station and Park and Ride bus services.

**Likely Future Baseline**  
 A new cycle route, the Chisholm Trail has been proposed which would run north to south, following much of the railway line. This would improve access to the site by cycle.

The A14 is being upgraded between Huntingdon and the Milton Interchange. Improvements to the A10, including junction improvements and dualling, are being explored by the Cambridgeshire Combined Authority. This will assist delivery of development, but the largest movements associated with development of the CNF area would be from the east and west on the A14 and from the south on the M11.

Even with the improvements currently taking place, growth at the northern fringe has potential to displace traffic onto less appropriate routes.

**Implications**  
 Future redevelopment within the CNF area could result in severance issues if the transport network isn't properly considered. The CNF area has close connections to the A14, and is mainly served by junctions off Milton Road. Nuffield Road Industrial Estate is served from Green End Road. In peak periods, parts of the network frequently operate at or near capacity, particularly in the morning and evening peaks. The severance issues make moving within and beyond the CNF area more challenging, such as difficulties in crossing Milton Road, the boundaries of business parks, and the railway line.

The draft AAP should seek to capitalise on opportunities to encourage use of public transport and walking/cycling and opportunities provided by the development of the Chisholm Cycling Trail.



## 4.2 Vision, Development Objectives and Development Principles

The proposed Vision for the NEC AAP is shown in Table 4:

**Table 4: NEC AAP Proposed Vision**

North East Cambridge - A socially and economically inclusive, thriving, and low carbon place for innovative living and working; inherently walkable where everything is on your doorstep

The overarching Development Objectives are presented in Table 5. There is a total of 19 objectives proposed for the area which centre around three headings.

**Table 5: NEC AAP Development Objectives**

***A place with a strong identity that successfully integrates into Cambridge, bringing economic growth and prosperity that is delivered with social justice and equality***

- NEC will be design-led to create a true 'place making' approach to fostering an identity rooted in the essence of Cambridge and which promotes a sense of belonging and liveability bringing together a diverse range of business and employment opportunities, education and training, living options, retail and recreation in a vibrant, safe and integrated mixed use district.
- NEC will be demonstrably resource efficient, promoting low carbon living that successfully combines low-tech green solutions with high-tech smart city technology to respond positively to the challenges of climate change.
- NEC will be a new walkable district for Cambridge that promotes easy navigation and transition between sustainable transport modes using density and critical mass to support and sustain uses.
- NEC will provide a new model for low car dependency living through maximising the use of and integrating with public transport infrastructure.
- NEC will integrate with surrounding communities, spreading the benefits it delivers to surrounding areas.

***A high quality, healthy biodiverse place which will be a major contributor to achieving zero carbon in Greater Cambridge by 2050***

- High quality spaces and buildings will be multi-functional to create a richer, fine grain and more vibrant place that makes efficient and effective use of the land and allows imaginative rethinking of existing buildings and spaces.
- Green spaces will be a core part of the place structure extending, connecting and improving biodiversity and integrating Sustainable Drainage Systems within the development.
- Microclimate will be understood at all scales and development forms designed to maximise positive orientation.
- Individual neighbourhoods will be attractive, human in scale and have their own recognisable and legible identity.
- NEC will be a healthy place, with a focus on creating a new community with good health and wellbeing.
- Seamless links between adjacent land uses will ensure a workable and consistent approach that ensures the quality of place is maintained at a high level over the longer term.

***A City Innovation District which will deliver affordable homes, a diverse range of quality jobs and excellent neighbourhood facilities***

- NEC will deliver economic growth and prosperity that achieves social justice and equality.
- NEC will be a welcoming and inclusive district with new neighbourhoods that supports the knowledge economy of Cambridge with a local and global reach
- Innovative and adaptable, so that it is resilient and able to evolve and adapt over time.
- NEC will make a significant contribution to the housing needs of the Greater Cambridge area including affordable housing and a range of housing types and tenure.
- NEC will provide a layered economy that includes large, small and start-ups businesses, integrated with opportunities to facilitate collaboration between educational institutions and businesses and supported by business uses such as cafés, hotels, leisure facilities and service providers that help create community.
- NEC will be an inherently legible place centred round identifiable new centres of activity and focussed on a new green space network and sustainable transport infrastructure.
- Density will not mean 'town cramming' but will respond positively to the uses and accessibility of the site to create a critical mass capable of creating a self-sustaining place.
- NEC will consider its role in meeting the strategic needs of the city, for example enabling the continued use of the minerals railhead.

### **4.3 Proposed Policy Approaches**

The NEC AAP Issues and Options 2019 consultation document also presents a range of proposed policy approaches for consultation. The policy approaches cover the following topic areas:

- Placemaking and Land use;
- Effective integration with the wider area;
- Transport;
- Employment;
- Housing;
- Retail, Leisure & community services & facilities;
- Open Space;
- Climate change and sustainability; and
- Implementation & Delivery.

## 5. SUSTAINABILITY APPRAISAL FINDINGS

### 5.1 Introduction

This section presents the findings of the SA. It also presents the findings of a consistency check comparing the AAP Vision, and Objectives with the SA Framework Objectives.

### 5.2 Findings: Consistency check with the SA Framework

A consistency check was undertaken at the previous stage of the SA (Interim Sustainability Appraisal Report (November, 2014)) between the vision and objectives (see Table 4 and 5) and the SA framework. The consistency check compared the draft vision and objectives developed for the plan in Issues and Options 1 with the SA Framework objectives and identified where consistency and potential tensions between the two sets of objectives and the vision may exist. The check also identified whether there were any omissions from the vision and objectives when compared with the SA Framework Objectives (which were developed for the NEC AAP area and reflect key sustainability issues) and put forward suggestions for improvement. The check demonstrated that the vision and objectives generally reflected the sustainability issues in the area in a positive way. At this previous stage, two opportunities to improve the vision were identified:

- Better reference could be made to ensuring that the North East Cambridge is resilient to climate change; and
- Better reference could be made to addressing inequalities within the area.

The previous stage of the SA also reflected some tensions between the vision and objectives and the SA framework. This is shown by Objective 3: Maximise the Employment Opportunities which could potentially conflict with SA objectives relating to air and noise pollution, water pollution, biodiversity, landscape and townscape and provision of open space as these factors could potentially be compromised at higher levels of development.

The consistency check has been re-run to ensure that the new vision and objectives in Issues and Options 2019 are also consistent with the SA framework. The results are shown within Table 6 and show that:

- The vision of the document has been shortened to the following: North East Cambridge - A socially and economically inclusive, thriving, and low- carbon place for innovative living and working; inherently walkable where everything is on your Doorstep. This is a more effective vision as it is much more accessible, builds upon the recommendation to make better reference to addressing inequalities and has left the detail to the objectives. Because the vision has now been reduced and the detail left to the objectives, only the objectives have been assessed;
- The objectives now state that North East Cambridge will successfully combine low-tech green solutions with high-tech smart city technology to respond positively to the challenges of climate change. This is positive, but the objective would be stronger if it directly addressed resilience to climate change;
- With regard to equality, the objectives directly identify the importance of a social and economic inclusivity. They state that the NEC will integrate with surrounding communities, spreading the benefits it delivers to surrounding areas and will deliver economic growth and prosperity that achieves social justice and equality. This is a positive change to the objectives; and

- The tensions between the objectives that are geared towards economic development and some of the SA framework objectives (particularly those around environmental quality) have been reduced. It is felt that references to the layered economy suggests more responsive and sensitive development which reduces the risk of environmental conflict.

**Table 6: Consistency Matrix**

Key to symbols: ✓ = consistent, ~ = neutral, ? = opportunity to improve consistency, X = potential conflict			
SA Objective	A place with a strong identity that successfully integrates into Cambridge, bringing economic growth and prosperity that is delivered with social justice and equality.	A high quality, healthy biodiverse place which will be a major contributor to achieving zero carbon in Greater Cambridge by 2050.	A City Innovation District which will deliver affordable homes, a diverse range of quality jobs and excellent neighbourhood facilities
1	✓	✓	~
2	✓	✓	✓
3	~	✓	~
4	~	✓	~
5	~	✓	~
6	✓	✓	~
7	✓	✓	~
8	✓	✓	~
9	✓	✓	✓
10	✓	✓	✓
11	~	~	✓
12	✓	~	✓
13	✓	~	✓
14	~	~	✓
15	✓	~	✓
16	✓	~	✓

### **5.3 Findings: Options and Spatial Approach**

Detailed assessments have been provided for the spatial approach (in this case the indicative concept plan) and also where options have been provided. These detailed assessments are provided below in assessment matrices (tables).

**Issue: Indicative Concept Plan**

Question 7: Do you support the overall approach shown in the Indicative Concept Plan?

SA Objective	Impact of the approaches	
	Option A	Commentary
1. Minimise the irreversible loss of undeveloped land, protect soils and economic minerals	+/?	<p>The Indicative Concept plan utilises land that has previously been developed and will not affect mineral resources. The indicative concept plan is therefore scored as partially minor positive. The contamination present across the site has not yet been fully quantified so this element remains uncertain. However, if development delivers the opportunity for remediation this will be positive.</p> <p>Mitigation: Each parcel of land will require a full and detailed site investigation in order to determine ground conditions and the presence, or not, of contamination. A much higher standard of remediation would be required for sensitive developments such as residential dwellings with gardens. Residential gardens may not be suitable in some parts of the AAP area. Residential uses are proposed in areas where chlorinated solvents, Hydrocarbons, gases and vapours, PAHs, and diesel range organics have previously been identified (Nuffield Road area and near the proposed station). The draft AAP will need to respond appropriately to this issue. Detailed investigation will also need to take place at the planning application stage. Any existing resources available on the site, such as materials from redundant buildings, should be reused as far as practicable. A Construction Environmental Management Plan (CEMP) including a Site Waste Management Plan will be required to support planning applications.</p>
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+/?	<p>Information is not available on potential air quality and noise impacts relating to the redevelopment as detailed transport modelling is not complete. The indicative concept plan proposes the concept of creating a walkable neighbourhood with sustainable transport links and connections through and from the AAP, encouraging the use of bikes and public transport. Mixed use centres proposed to the centre, south east and south western corner of the site are connected by green infrastructure routes. The indicative concept plan is scored as minor positive until further information is available which can be used to judge significance.</p> <p>Mitigation:</p>

		<p>The Councils should undertake a detailed transport study focussing on the NEC AAP to fully understand the potential impacts of proposals on air quality, noise and environmental pollution. Traffic impacts on Milton Road and existing junctions need to be addressed as part of future development proposals. Residential development close to major transport infrastructure such as the A14 and the railway will need to mitigate the transport noise already present on the site.</p>
3. Protect and where possible enhance the quality of the water environment	+	<p>Current water quality issues have been identified within the baseline data e.g. within the First Public Drain. However, the indicative concept plan proposes a water management network, contained within a green infrastructure corridor that will aim to better the current conditions within the First Public drain. The wider draft AAP contains policies that specifically propose sustainable drainage systems and blue green infrastructure linkages across the site and the indicative concept plan is therefore scored as minor positive.</p> <p>Construction practices would need to be carefully managed through a CEMP in order to avoid pollution entering watercourses during construction.</p>
4. Avoid adverse effects on designated sites and protected species	~/?	<p>The Indicative Concept Plan indicates that the Bramblefields City Wildlife Site will remain where it is however it is currently isolated from other green infrastructure and this is not proposed to be improved. The Plan proposes to capitalise on the network of existing trees and landscape and extends this to create an overall framework to improve biodiversity and linkages to the wider countryside. However, there is limited additional green space proposed within the site and there is currently not enough detail at this stage to understand connections to local nature reserves. Therefore, the indicative concept plan is scored as partially neutral and partially uncertain.</p> <p>The City Wildlife Site is located close to the railway and proposed residential areas, and it is therefore assumed that potential negative impacts on the LNR will be mitigated through the planning application process.</p> <p>Mitigation: The councils should consider linkages to the nearby open space and wildlife reserves and how development can potentially enhance designated sites.</p>



5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	+	The indicative concept plan provides opportunities for green infrastructure connections across the site which capitalises on the network of existing trees and landscape but also extends this to create an overall framework to improve biodiversity and linkages to the wider countryside. This will improve access to green space. The plan also proposes significant improvements to the first public drain to create a wildlife corridor. Given its current state this would be a significant improvement.
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	++	<p>The indicative concept plan takes advantage of an opportunity to improve this gateway to Cambridge and proposes to deliver a mix of uses where people working in the area have more opportunities to live nearby, and those living and working in the area have access to the right mix of services and facilities. The Plan also proposes green infrastructure routes within the site and proposes to improve the First Public drain contributing to improved townscape character for future users of the site.</p> <p>Proposed policy approaches with regards to place and building design and tall buildings support this SA Objective. The Plan is therefore scored as major positive.</p> <p>Enhancement: The councils need to ensure that any development of connectivity measures considers the local landscape and townscape character of the planned development. Findings of landscape and visual assessment are required to complete the assessment. It is likely that an archaeological investigation will be required before any significant development takes place.</p>
7. Minimise impacts on climate change (including greenhouse gas emissions)	+	<p>Movement and the ability to do so easily on foot, by bike or on public transport is central to making the area a well-connected place that reduces the need to travel by car. The indicative concept plan is proposing sustainable transport links and connections through and from the AAP, encouraging the use of bikes and public transport. This therefore supports a 'modal shift' from private cars to more sustainable forms of transport, helping to reduce local climate impacts and is scored as minor positive.</p> <p>The Issues and Options 2019 Report includes a range of options related to climate change mitigation for residential and non-residential uses, including approaches to sustainable building design, renewable and low carbon energy and it is therefore assumed that the Concept Plan will have the potential to improve energy efficiency of operations and renewable energy generation will be considered as part of detailed proposals.</p>

8. Reduce vulnerability to future climate change effects.	+	<p>The indicative concept plan is proposing sustainable transport links and connections through and from the NEC, encouraging the use of bikes and public transport therefore supports a 'modal shift' from private cars to more sustainable forms of transport, helping to reduce local climate impacts. The plan proposes a green infrastructure crossing between the current Water Recycling Centre site and the Cambridge Science Park area and the use of SuDs and green infrastructure has the potential to reduce vulnerability to future climate change and is therefore scored as minor positive. Transport modelling for Ely to Cambridge has been undertaken, however specific modelling for the NEC APP will need to occur to fully understand potential impacts relating to the proposed options.</p> <p>Enhancement: The councils should also consider linkages to the nearby open space and green infrastructure for any planned development. Policies should require specific consideration to adaption to climate change including giving consideration to the layout and massing of new developments.</p>
9. Maintain and enhance human health and wellbeing, and reduce inequalities	++	<p>The indicative concept plan proposes to provide new employment opportunities which should help to address some issues related to deprivation in the area. Movement and the ability to do so easily on foot, by bike or on public transport is central to making the area a well-connected place that reduces the need to travel by car and the indicative concept plan provides opportunities for green infrastructure connections across the site which capitalises on the network of existing trees and landscape but also extends this to create an overall framework to improve biodiversity and linkages to the wider countryside. This will enhance human health and wellbeing benefits and are therefore scored as major positive.</p> <p>Enhancement: Developers should be encouraged to register with The Considerate Constructors Scheme which includes guidelines for respecting the community by considering the impact on their neighbours, and for protecting and enhancing the environment.</p>
10. Improve the quantity and quality of publicly accessible open space.	+	<p>The indicative concept plan does not specify additional open space within the AAP, apart for the concept of a central green space. It does provide opportunities for green infrastructure connections across the site which capitalises on the network of existing trees and landscape but also extends this to create an overall framework to improve biodiversity and linkages to the wider countryside. Green space is proposed to the north of the plan which should help to reduce adverse impacts on the Green Belt. Overall the plan will improve access to green space and is therefore scored as minor positive.</p>

11. Ensure everyone has access to decent, appropriate and affordable housing	+	<p>The indicative concept plan includes provision for residential housing near the new station and the city wildlife site. It is unclear at this stage how much of the housing is affordable housing however any housing will contribute to meeting the additional housing provision within Cambridge and is therefore scored as minor positive. Types of housing may be determined to some degree by contamination present and remediation available.</p> <p>Enhancement: When drafting the AAP, more detailed consideration will need to be had to ensure policy requirements strike the right balance between attracting development investment, maximising the amount of affordable housing and achieving sufficient levels of developer contributions to fund the infrastructure needed to create sustainable communities.</p>
12. Redress inequalities related to age, disability, gender, race, faith, location and income	+	<p>This option includes new housing development, a new mixed use District centre and two mixed use local centres providing employment opportunities. In addition, the proximity of the station and the provision of a high quality sustainable movement corridor will significantly improve the accessibility of the site and surrounding area, making the Science Park a highly attractive business generation. The Issues and Options 2019 Report proposes to aim to deliver the right mix of uses where people working in the area have more opportunities to live nearby, and those living and working in the area have access to the right mix of services and facilities and is therefore scored as minor positive.</p> <p>Enhancement: The AAP could include policies to ensure that employment opportunities are available for local people, in order to support this SA Objective.</p>
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	+	<p>This option includes new housing development, a new mixed use District centre and two mixed use local centres providing employment opportunities. In addition, the proximity of the station and the provision of a high quality sustainable movement corridor will significantly improve the accessibility of the site and surrounding area, making the North East Cambridge a highly attractive business generator and is therefore scored as minor positive. It is unclear what the new District and local centre could provide (that is addressed by options elsewhere in the Issues and Options 2019 Report). However, employment areas require complementary social and support facilities if they are to achieve the full potential of the area and this has been shown in several local studies.</p>

14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	<p>The provision of mixed use development will help to maintain and enhance the economy of Cambridge and improve competitiveness. The indicative concept plan will provide high quality employment in an accessible location. This option will, however, result in a loss of industrial/storage uses compared with the baseline. There is no other local centre within the immediate vicinity. The nearest local or district centre is on the A1309 towards the city centre on the boundary between the Kings Hedges and East Chesterton wards therefore the provision of two local centres and one District centre is positive and provides employment opportunities. The indicative concept plan is therefore scored as minor positive.</p>
15. Support appropriate investment in people, places, communications and other infrastructure	+/?	<p>The provision of mixed use development will help to maintain and enhance the economy of Cambridge and improve competitiveness. The indicative concept plan will provide high quality employment in an accessible location. Whether development achieves the delivery of necessary infrastructures is dependent on how development is implemented through AAP policies and this is therefore scored as uncertain at this stage. The indicative concept plan will promote the provision of sustainable transport links therefore are scored partially minor positive.</p> <p>Mitigation: Milton Road has the potential to form a key interface with the wider NEC area therefore the councils need to ensure that appropriate investment in facilities considered when developing the AAP. Traffic impacts on Milton Road and existing junctions need to be addressed as part of future development proposals</p>
16. Reduce the need to travel and promote more sustainable transport choices.	+	<p>Movement and the ability to do so easily on foot, by bike or on public transport is central to making the area a well-connected place that reduces the need to travel by car. The indicative concept plan proposes the concept of creating a walkable neighbourhood with sustainable transport links and connections through and from the AAP, encouraging the use of bikes and public transport. Mixed use centres proposed to the centre, south east and south western corner of the site are connected by green infrastructure routes. The indicative concept plan is scored as minor positive until further information is available which can be used to judge significance.</p> <p>Mitigation: Milton Road has the potential to form a key interface with the wider NEC area therefore the councils need to ensure that appropriate investment in facilities considered when developing the AAP. Traffic impacts on Milton Road and existing junctions need to be addressed as part of future development proposals.</p>

**Issue: Local Movement and Connectivity**

Question 16: Should the AAP include any or a combination of the options below to improve pedestrian and cycling connectivity through the site and to the surrounding area?

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

B – Improve north-south movement between the Cowley Road part of the site and Nuffield Road. Through the redevelopment of the Nuffield Road area of the NEC, it will be important that new and existing residents have convenient and safe pedestrian and cycle access to the services and facilities that will be provided as part of the wider North East Cambridge area proposals.

C – Upgrade connections to Milton Country Park by both foot and cycle. This would include improving access to the Jane Coston Bridge over the A14, the Waterbeach Greenway project including a new access under the A14 (see Transport Chapter), as well as the existing underpass along the river towpath.

D – Provide another Cambridge Guided Bus stop to serve a new District Centre located to the east side of Milton Road.

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

SA Objective	Impact of the approaches					Commentary and comparison of options
	Option A	Option B	Option C	Option D	Option E	
1. Minimise the irreversible loss of undeveloped land, protect soils and economic minerals	+	+	+	+	+	All options utilise land that has previously been developed and will not affect mineral resources therefore all approaches have been scored as minor positive.

<p>2. Improve air quality and minimise or mitigate against sources of environmental pollution</p>	<p>+/?</p>	<p>+/?</p>	<p>+/?</p>	<p>+/?</p>	<p>+/?</p>	<p>Information is not available on potential air quality and noise impacts relating to the redevelopment as detailed transport modelling is not complete. All options are proposing sustainable transport links and connections through and from the AAP, encouraging the use of bikes and public transport therefore all approaches have been scored as minor positive until further information is available which can be used to judge significance.</p> <p>Mitigation: The Councils should undertake a detailed transport study focussing on the NEC AAP to fully understand the potential impacts of options on air quality, noise and environmental pollution. Traffic impacts on Milton Road and existing junctions need to be addressed as part of future development proposals. Residential development close to major transport infrastructure such as the A14 and the railway will need to mitigate the transport noise already present on the site.</p>
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3. Protect and where possible enhance the quality of the water environment	~	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
4. Avoid adverse effects on designated sites and protected species	~	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	+	~	+	~	~	All options are proposing sustainable transport links and connections through and from the AAP. However, Options A and C provide direct links to green infrastructure and green spaces and are therefore scored as minor positive. Option B does not affect the SA objective and is therefore scored neutral. Further detailed transport modelling on the implications of Option D need to be undertaken to recognise benefits and to understand potential linkages to open space therefore this option is scored as neutral.
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+/?	+/?	+/?	+/?	+/?	Options represent an opportunity to improve the setting and approach to the AAP and are therefore scored as partially minor positive. However how these options fit in with the wider development landscape and character of the AAP is unclear at this stage. Mitigation:

						The Councils need to ensure that any development of connectivity measures considers the local landscape and townscape character of the planned development.
7. Minimise impacts on climate change (including greenhouse gas emissions)	~	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
8. Reduce vulnerability to future climate change effects.	+	+	+	+	+	All options are proposing sustainable transport links and connections through and from the AAP, encouraging the use of bikes and public transport therefore all approaches have been scored as minor positive by supporting a 'modal shift' from private cars to more sustainable forms of transport, helping to reduce local climate impacts. Transport modelling for Ely to Cambridge has been undertaken, however specific modelling for the NEC APP will need to occur to fully understand potential impacts relating to the proposed options.
9. Maintain and enhance human health and wellbeing, and reduce inequalities	+	+	+	~	+	Options A – C and E are proposing cycle and pedestrian access through the AAP, facilitating healthy and active lifestyles for future users of the site and are therefore scored as minor positive. Option D does not affect the SA



						objective therefore it is scored as neutral.
10. Improve the quantity and quality of publicly accessible open space.	~	~	~	~	~	This question does not affect the SA objective therefore all options are scored as neutral.
11. Ensure everyone has access to decent, appropriate and affordable housing	~	~	~	~	~	This question does not affect the SA objective therefore all options are scored as neutral.
12. Redress inequalities related to age, disability, gender, race, faith, location and income	~	~	~	~	~	This question does not affect the SA objective therefore all options are scored as neutral.
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	+/?	+/?	+/?	+/?	+/?	<p>Whether development achieves the delivery of necessary infrastructure and access to services is dependent on how development is implemented so this is unclear at this stage. However, all options are proposing sustainable transport links and connections through and from the AAP therefore are scored as partially minor positive.</p> <p>Mitigation:</p> <p>The councils need to ensure that any development of facilities, services and associated infrastructure takes into account current retail and leisure provision and ensure that future customer demand is taken into account. A new retail Needs Assessment will need to be commissioned to inform the Local plan review and the findings of this should be considered to fully understand the</p>

						potential impacts relating to the proposed options.
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	~	~	~	~	~	This question does not affect the SA objective therefore all options are scored as neutral.
15. Support appropriate investment in people, places, communications and other infrastructure	~/+	~/+	~/+	~/+	~/+	Whether development achieves the delivery of necessary infrastructures is dependent on how development is implemented so this is unclear at this stage therefore all options have been scored as partially neutral however all options will promote the provision of sustainable transport links therefore is scored partially minor positive.
16. Reduce the need to travel and promote more sustainable transport choices.	++	++	++	++	++	All options are proposing sustainable transport links and connections through and from the AAP, encouraging the use of bikes and public transport all approaches have been scored as major positive.

**Issue: Milton Road connectivity**

Question 18: Which of the following options would best improve connectivity across Milton Road between Cambridge North Station and Cambridge Science Park?

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

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

C - Milton Road could be significantly altered to rebalance the road in a way that reduces the dominance of the road, including rationalising (reducing) the number of junctions between the Guided Busway and the A14 as well as prioritising walking, cycling and public transport users.

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

E – Other ways of improving connections (please specify)

SA Objective	Impact of the approaches				
	Option A	Option B	Option C	Option D	Commentary and comparison of options
1. Minimise the irreversible loss of undeveloped land, protect soils and economic minerals	+	+	+	~	Options A-C utilise land that has previously been developed and will not affect mineral resources therefore all approaches have been scored as minor positive. Option D is a question posed for consultees rather than an issue that can be tested therefore is scored neutral.
2. Improve air quality and minimise or mitigate against sources of environmental pollution	+/?	+/?	+/?	~	Information is not available on potential air quality and noise impacts relating to the redevelopment as detailed transport modelling for the NEC is not complete. However, the connections between the station and the science park is considered key to making this area sustainable so the effects on the criteria are likely to be positive. Options A-C are proposing sustainable transport

					<p>links and connections through and from the AAP in addition to encouraging the use of bikes and pedestrians therefore all approaches have been scored as partially minor positive. Option D is a question posed for consultees rather than an issue that can be tested therefore is scored neutral.</p> <p>Mitigation: The councils should undertake a detailed transport study focussing on the NEC AAP to fully understand the potential impacts of options on air quality, noise and environmental pollution.</p>
3. Protect and where possible enhance the quality of the water environment	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
4. Avoid adverse effects on designated sites and protected species	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	+	?	?	~	<p>Option A proposes a green bridge which will increase habitat connectivity and enhance existing green infrastructure and has therefore been scored as a minor positive. Options B and C are not currently detailed enough to understand how green infrastructure connections will be provided and are therefore scored as uncertain. Option D is a question posed for consultees rather than an issue that can be tested therefore is scored neutral.</p> <p>Mitigation: Milton Road has the potential to form a key interface with the wider NEC area therefore the councils need to ensure that green infrastructure provision and access to open space is fully considered when developing the AAP.</p>

6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+/?	+/?	+/?	~	<p>All options present an opportunity to improve the setting and approach to the AAP and are therefore scored as partially minor positive. However how these options fit in with the wider development landscape and character of the AAP is unclear at this stage. Option D is a question posed for consultees rather than an issue that can be tested therefore is scored neutral.</p> <p>Mitigation: The Councils need to ensure that any development of connectivity measures considers the local landscape and townscape character of the planned development.</p>
7. Minimise impacts on climate change (including greenhouse gas emissions)	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
8. Reduce vulnerability to future climate change effects.	++	+	+	~	<p>All options are proposing sustainable transport links and connections through and from the AAP, encouraging the use of bikes and public transport therefore all approaches support a 'modal shift' from private cars to more sustainable forms of transport, helping to reduce local climate impacts. In addition, Option A proposes a green bridge which will provide green infrastructure and has the potential to reduce local climate change impacts. Option A is therefore scored major positive and Options B &amp; C minor positive. Option D is a question posed for consultees rather than an issue that can be tested therefore is scored neutral. Transport modelling for Ely to Cambridge has been undertaken, however specific modelling for the NEC APP will need to occur to fully understand potential impacts relating to the proposed options.</p>
9. Maintain and enhance human health and wellbeing, and reduce inequalities	+	+	+	~	Options A – C are proposing cycle and pedestrian access at Milton Road facilitating healthy and active lifestyles for future users of the site and are therefore scored as minor

					positive. Option D is a question posed for consultees rather than an issue that can be tested therefore is scored neutral.
10. Improve the quantity and quality of publicly accessible open space.	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
11. Ensure everyone has access to decent, appropriate and affordable housing	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
12. Redress inequalities related to age, disability, gender, race, faith, location and income	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	+	+	+	~	Whether development achieves the delivery of necessary infrastructure and access to services is dependent on how development is implemented so this is unclear at this stage. However, Options A-C are proposing sustainable transport links and connections through and from the AAP therefore are scored as minor positive. Option D is a question posed for consultees rather than an issue that can be tested therefore is scored neutral.
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
15. Support appropriate investment in people, places, communications and other infrastructure	?/+	?/+	?/+	~	Whether development achieves the delivery of necessary infrastructures is dependent on how development is implemented so this is unclear at this stage therefore all options have been scored as partially uncertain however all options will promote the provision of sustainable transport links therefore are scored partially minor positive. Option D is a question posed for consultees rather than an issue that can be tested therefore is scored neutral.  Mitigation:

					Milton Road has the potential to form a key interface with the wider NEC area therefore the councils need to ensure that appropriate investment in facilities considered when developing the AAP.
16. Reduce the need to travel and promote more sustainable transport choices.	++	++	++	~	Options A-C are proposing sustainable transport links and connections through and from the AAP, encouraging the use of bikes and public transport and have been scored as major positive. Option D is a question posed for consultees rather than an issue that can be tested therefore is scored neutral.

**Issue: Green Space Provision**

Question 24: Within the North East Cambridge area green space can be provided in a number of forms including the following options. Which of the following would you support?

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

B – Green spaces within the site could be provided through a series of green spaces of a neighbourhood scale that will be distributed across the residential areas. These green spaces will also be connected to the green infrastructure network to further encourage walking and cycling. Again, these spaces will include a sustainable drainage function and link into the existing First Public Drain and the Science Park drainage system.

C – Enhance connections and corridors within and beyond the site to improve the biodiversity and ecological value as well as capturing the essential Cambridge character of green fingers extending into urban areas. These corridors could also be focussed around the green space network and sustainable drainage and would reflect the NPPF net environmental gain requirement.

D- Green fingers to unite both sides of Milton Road and capitalise on the existing green networks.

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

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

SA Objective	Impact of the approaches						Commentary and comparison of options
	Option A	Option B	Option C	Option D	Option E	Option F	
1. Minimise the irreversible loss of undeveloped land, protect soils and economic minerals	+	+	+	+	+	+	All options utilise land that has previously been developed and will not affect mineral resources therefore all approaches have been scored as minor positive.
2. Improve air quality and minimise or	+/?	+/?	+/?	?	?	?	Information is not available on potential air quality and noise impacts relating to the redevelopment as detailed



mitigate against sources of environmental pollution							<p>transport modelling is not complete therefore all approaches have been scored as partially uncertain. Options A – C specifically propose sustainable drainage and blue green infrastructure linkages across the site. They also propose sustainable transport links and connections through and from the AAP in addition to encouraging the use of bikes and pedestrians and are therefore scored as minor positive.</p> <p>Mitigation: The councils should undertake a detailed transport study focussing on the NEC AAP to fully understand the potential impacts of options on air quality, noise and environmental pollution.</p>
3. Protect and where possible enhance the quality of the water environment	+	+	+	~	~	~	<p>Options A – C specifically propose sustainable drainage systems and blue green infrastructure linkages across the site. These options have the potential to improve water quality in the area and therefore are scored minor positive. Options D – F do not provide specific reference to First Public drain or sustainable drainage however consideration of these would need to occur as part of planning applications therefore they are scored as neutral.</p>
4. Avoid adverse effects on designated sites and protected species	?	?	?	?	?	?	<p>There is not enough detail at this stage to understand connections to local nature reserves therefore options are scored as uncertain.</p> <p>Mitigation: The councils should consider linkages to the nearby open space and wildlife reserves and how development can potentially enhance designated sites.</p>

5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	++	++	++	?	?	++	<p>Options A-C and F fully meet the objective of improving access to, and provision of open space. Options will improve connectivity between wildlife corridors and will demonstrate a comprehensive green infrastructure network and are therefore scored as major positive. Options D and E refer to existing green networks and potential connections however do not specify additional open space provision.</p> <p>It is unclear as to whether these options provide biodiversity net gain and are therefore scored as uncertain.</p> <p>Mitigation: The councils should consider linkages to the nearby open space and nature reserves and how development can potential enhance designated sites.</p>
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	+/?	+/?	+/?	+/?	+/?	+/?	<p>All options take advance of an opportunity to improve this gateway to Cambridge therefore are partially scored as minor positive. However how these options fit in with the wider development landscape and character of the AAP is unclear at this stage.</p> <p>Mitigation: The councils need to ensure that any development of connectivity measures considers the local landscape and townscape character of the planned development.</p>
7. Minimise impacts on climate change (including greenhouse gas emissions)	~	~	~	~	~	~	<p>This question does not affect the SA objective therefore all options are scored neutral.</p>
8. Reduce vulnerability to future climate change effects.	+	+	+	?	?	?	<p>Options A-C provide biodiversity and green blue infrastructure across the AAP site which has the potential to reduce local climate change impacts such as urban</p>

							heat island effects and are therefore scored as minor positive. Options D -F do not provide enough information to score against this objective therefore have uncertain effects. Mitigation: The councils should consider linkages to the nearby open space and green infrastructure for any planned development.
9. Maintain and enhance human health and wellbeing, and reduce inequalities	++	++	++	+	++	++	Options A – C are proposing green infrastructure and open space within the site which will facilitating healthy and active lifestyles for future users of the site. Option E is focussing on the creating landscape and open space within and on the edges of the NEC. Options A – C and E and F will enhance human health and wellbeing benefits and are therefore scored as major positive. Option D makes benefit of surrounding green corridors and providing linkages outside of the site but it is unclear at this stage if the policy is proposing open space within the site therefore this option is scored as minor positive.
10. Improve the quantity and quality of publicly accessible open space.	++	++	++	+	++	+	Options A – C and E provide additional open space within the AAP and will help improve the quality and quantity of open space within the north of Cambridge and are therefore scored as partially major positive. Option D and F propose to improve linkages to existing open space but it is unclear stage if the policy is proposing open space within the site therefore this option is scored as minor positive.
11. Ensure everyone has access to decent, appropriate and affordable housing	~	~	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.

12. Redress inequalities related to age, disability, gender, race, faith, location and income	~	~	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
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**Issue: Approach industrial uses**

Question 36: Which of the following approaches should the AAP take to existing industrial uses in the North East Cambridge area ?

A - seek to relocate industrial uses away from the North East Cambridge area?

B - seek innovative approaches to supporting uses on site as part of a mixed use City District?

SA Objective	Impact of the approaches		
	Option A	Option B	Commentary and comparison of options
1. Minimise the irreversible loss of undeveloped land, protect soils and economic minerals	+	+	Both options utilise land that has previously been developed and will not affect mineral resources therefore all approaches have been scored as minor positive.  Question 37 is a question posed to consultees so has not been assessed.
2. Improve air quality and minimise or mitigate against sources of environmental pollution	0	+	Option B could potentially reduce the need to travel (and therefore, air and noise pollution) as the mixed-use quarter could include housing and employment opportunities, thereby making the area self-sustaining.
3. Protect and where possible enhance the quality of the water environment	~	~	This question does not affect the SA objective therefore all options are scored neutral.
4. Avoid adverse effects on designated sites and protected species	~	~	This question does not affect the SA objective therefore all options are scored neutral.
5. Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces	~	?	If planned well option B could increase people's access to wildlife and green spaces if the mixed use city district. However, this is currently uncertain.  Mitigation: Ensure that the mixed use city district has good access to green spaces and wildlife.

6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	~	~	This question does not affect the SA objective therefore all options are scored neutral.
7. Minimise impacts on climate change (including greenhouse gas emissions)	~	~	This question does not affect the SA objective therefore all options are scored neutral.
8. Reduce vulnerability to future climate change effects.	~	~	This question does not affect the SA objective therefore all options are scored neutral.
9. Maintain and enhance human health and wellbeing, and reduce inequalities	~	~	This question does not affect the SA objective therefore all options are scored neutral.
10. Improve the quantity and quality of publicly accessible open space.	~	~	This question does not affect the SA objective therefore all options are scored neutral.
11. Ensure everyone has access to decent, appropriate and affordable housing	~	~	This question does not affect the SA objective therefore all options are scored neutral.
12. Redress inequalities related to age, disability, gender, race, faith, location and income	~	~	This question does not affect the SA objective therefore all options are scored neutral.
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	~	~	This question does not affect the SA objective therefore all options are scored neutral.
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	+	Cambridge has been identified as one of the five most competitive cities in the UK, and one of the most recession proof cities that is likely to lead Britain back to growth. It is important that employment uses proposed for the site are able to support the cutting edge nature of the economic sectors represented in Cambridge. Both approaches could help to contribute to the economy as long as the correct type of uses are planned for.
15. Support appropriate investment in people, places, communications and other infrastructure	~	~	This question does not affect the SA objective therefore all options are scored neutral.

16. Reduce the need to travel and promote more sustainable transport choices.	0	+	Option B could potentially reduce the need to travel as the mixed-use quarter could include housing and employment opportunities, thereby making the area self-sustaining.
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**Issue: Carbon Reduction Standards for Residential Development**

Question 62: Within this overall approach, in particular, which option do you prefer in relation to carbon reduction standards for residential development?

A - a 19% improvement on 2013 Building Regulations (the current Cambridge Local Plan standard); or

B - a requirement for carbon emissions to be reduced by a further 10% through the use of on-site renewable energy (the current South Cambridgeshire Local Plan standard); or  
 C - a 19% improvement on 2013 Building Regulations plus an additional 10% reduction through the use of on-site renewable energy (combining the current standards in the Local Plans); or  
 D - consider a higher standard and develop further evidence alongside the new joint Local Plan.

SA Objective	Impact of the approaches				Commentary and comparison of options
	Option A	Option B	Option C	Option D	
1. Minimise the irreversible loss of undeveloped land, protect soils and economic mineral	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
2. Improve air quality and minimise or mitigate against sources of environmental pollution	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
3. Protect and where possible enhance the quality of the water environment	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
4. Avoid adverse effects on designated sites and protected species	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
5. Maintain and enhance the range	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.



and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces					
6. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
7. Minimise impacts on climate change (including greenhouse gas emissions)	+	+	++	++/?	Option A will have a positive impact as the standard in the Cambridge local plan is a fabric first standard which seeks to improve efficiency. Option B will require new development to include renewable energy provision and therefore a minor positive effect is recorded. Option C provides a commitment that will ensure carbon reduction as part of the construction of new residential buildings and commits to renewable energy provision therefore this particularly supports this objective and is therefore scored as major positive. Option D has the potential to score major positive as it will include a new stricter target. However, it is currently unclear what this target is and this will need to be tested later on in the planning process.
8. Reduce vulnerability to future climate change effects.	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
9. Maintain and enhance human health and wellbeing, and reduce inequalities	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.

10. Improve the quantity and quality of publicly accessible open space.	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
11. Ensure everyone has access to decent, appropriate and affordable housing	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
12. Redress inequalities related to age, disability, gender, race, faith, location and income	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
13. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
14. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
15. Support appropriate investment in people, places, communications and other infrastructure	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.

16. Reduce the need to travel and promote more sustainable transport choices.	~	~	~	~	This question does not affect the SA objective therefore all options are scored neutral.
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## 5.4 Findings: Policy Approaches

Where policy approaches have been put forward in the Issues and Options 2019 consultation document these have been assessed through provision of a sustainability commentary. These commentaries are shown in Table 7.

**Table 7: Assessment of the policy approaches**

Approach	Sustainability commentary
Issue: AAP boundary	<p>Inclusion of the Science Park in the AAP boundary should enable the park to be integrated functionally with the rest of the AAP area. It will also enable development to be brought forward that significantly reduces the modal share of trips made to the site by car, and enable access by other means. This will have positive impacts on the following SA objectives:</p> <ul style="list-style-type: none"> <li>• SA Objective 1: Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves.</li> <li>• SA Objective 6: Maintain and enhance the diversity and local distinctiveness of landscape and townscape character.</li> <li>• SA Objective 14: Improve the efficiency, competitiveness, vitality and adaptability of the local economy.</li> <li>• SA Objective 15: Support appropriate investment in people, places, communications and other infrastructure.</li> <li>• SA Objective 16: Reduce the need to travel and promote more sustainable transport choices.</li> </ul> <p>The proposed approach would have a neutral effect on the remainder of the SA Objectives.</p>
Issue: Creating a healthy community	<p>Healthy Towns address a range of issues that could have positive impacts on sustainability objectives and provides an opportunity to explore innovation and best practice. Principles it explores include promoting inclusive communities, good access to health services, walkable neighbourhoods, high quality public transport and cycling links, and opportunities for physical activity. This will have a direct beneficial impact on the following SA objective:</p> <ul style="list-style-type: none"> <li>• SA Objective 9: Maintain and enhance human health and wellbeing and reduce inequalities.</li> </ul> <p>If the principles are successful in increasing walking and cycling (and reducing car use) they could also have indirect positive effects on:</p> <ul style="list-style-type: none"> <li>• SA Objective 2: Improve air quality and minimise or mitigate against sources of environmental pollution.</li> </ul> <p>The proposed approach would have a neutral effect on the remainder of the SA Objectives.</p>
Issue: Building Heights and Skyline	<p>Development which incorporates tall buildings is less likely to reflect the character of development currently in the area and have an impact on:</p>

Approach	Sustainability commentary
	<ul style="list-style-type: none"> <li>SA Objective 6: Maintain and enhance the diversity and local distinctiveness of landscape and townscape character.</li> </ul> <p>However, this is not necessarily detrimental and could provide new positive focal points and landmarks in the area, depending on how developments are designed and placed. As long as policies on design are followed by developers and adequate consultation is undertaken with the public and statutory consultees the impact of this option could be significantly beneficial. This could also provide more flexibility in the overall masterplanning of the site, therefore, having indirect beneficial impacts on several of the objectives.</p> <p>Please note that further consideration of building heights will be included in the Landscape Character and Visual Impact Appraisal, so the issue can be further considered at the draft AAP stage.</p> <p>Therefore, there is a potential for a beneficial impact but this is uncertain at this stage as further work is being undertaken by the Councils on landscape and townscape impacts.</p> <p>The proposed approach would have a neutral effect on the remainder of the SA Objectives.</p>
<p>Issue: Crossing the railway line</p>	<p>As the AAP Issues and Options 2019 document highlights, this approach provides potential benefits of access to green infrastructure and it would also help neighbouring communities access the new services, facilities and employment that will be delivered in this area. Therefore, it could have beneficial effects on:</p> <ul style="list-style-type: none"> <li>SA Objective 5: Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces</li> <li>SA Objective 9: Maintain and enhance human health and wellbeing, and reduce inequalities</li> <li>SA Objective 10: Improve the quantity and quality of publicly accessible open space.</li> <li>SA Objective 12: Redress inequalities related to age, disability, gender, race, faith, location and income</li> <li>SA Objective 13: Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities).</li> </ul> <p>The proposed approach would have a neutral effect on the remainder of the SA Objectives.</p>
<p>Issue: Managing car parking and servicing</p> <p>Issue: Car Mode Share</p> <p>Issue: Car Parking</p>	<p>The North East Cambridge Transport study has yet to be completed, therefore, there are uncertainties attached to the assessment. As recognised in the AAP Issues and Options 2019 consultation document, Cambridge North Station and the Guided Busway (including the adjacent maintenance track/cycleway) have radically altered the accessibility of the area and make sustainable modes a realistic and attractive option. There is also limited scope to increase the number of</p>

Approach	Sustainability commentary
	<p>motorised vehicles using Milton Road. In order to make the development sustainable it is necessary to manage car parking and servicing. Therefore, the policy approach could have beneficial effects on:</p> <ul style="list-style-type: none"> <li>• SA Objective 2: Improve air quality and minimise or mitigate against sources of environmental pollution</li> <li>• SA Objective 7: Minimise impacts on climate change (including greenhouse gas emissions)</li> <li>• SA Objective 14: Improve the efficiency, competitiveness, vitality and adaptability of the local economy</li> <li>• SA Objective 16: Reduce the need to travel and promote more sustainable transport choices.</li> </ul> <p>However, it will be important that a practical sustainable transport strategy is developed to enable people to access the site using modes other than the car.</p> <p>The proposed approach would have a neutral effect on the remainder of the SA Objectives.</p>
Issue: Cycle Parking	<p>Given the sustainable location of the site, there is the potential for many trips generated by the development to be made by bike. The approach is likely to have positive impacts on the following SA Objectives:</p> <ul style="list-style-type: none"> <li>• SA Objective 2: Improve air quality and minimise or mitigate against sources of environmental pollution.</li> <li>• SA Objective 7: Minimise impacts on climate change (including greenhouse gas emissions).</li> <li>• SA Objective 14: Improve the efficiency, competitiveness, vitality and adaptability of the local economy.</li> <li>• SA Objective 16: Reduce the need to travel and promote more sustainable transport choices.</li> </ul> <p>The proposed approach would have a neutral effect on the remainder of the SA Objectives.</p>
Issue: Types of Employment Space	<p>Cambridge has been identified as one of the five most competitive cities in the UK, and one of the most recession proof cities that is likely to lead Britain back to growth. It is important that employment uses proposed for the site are able to support the cutting-edge nature of the economic sectors represented in Cambridge. The proposed approach for new employment uses is likely to deliver a range of employment opportunities and meet the needs of different businesses, including local business clusters. The approach specifically supports the achievement of SA Objective 14 Improve the efficiency, competitiveness, vitality and adaptability of the local economy and should result in significant beneficial impacts. The proposed approach would have a neutral impact on the remainder of the SA Objectives. Inclusion of shared social spaces would have a beneficial impact on the following SA Objectives:</p> <ul style="list-style-type: none"> <li>• SA Objective 9: Maintain and enhance human health and wellbeing, and reduce inequalities</li> <li>• SA Objective 13: Improve the quality, range and accessibility of services and facilities.</li> <li>• SA Objective 16: Reduce the need to travel and promote more sustainable transport choices.</li> </ul>

Approach	Sustainability commentary
	The proposed approach would have a neutral effect on the remainder of the SA Objectives.
<p>Issue: Housing Mix</p> <p>Issue: Affordable Housing</p> <p>Issue: Custom Build Housing</p> <p>Issue: Houses in Multiple Occupation (HMO)</p> <p>Issue: Private Rented Sector Housing</p> <p>Issue: Other forms of specialist housing, including for older people, students &amp; travellers</p> <p>Issue: Quality and Accessibility of Housing</p>	<p>Cambridge and South Cambridgeshire are currently preparing a Housing Strategy for the two districts. This will help to inform the drafting of the AAP. The housing approaches taken together are likely to have a significant beneficial impact on the following SA Objective through ensuring a mix of housing types to meet needs (and comply with space standards); provision of affordable housing at all tenures; provision of custom build opportunities; housing in the private rented sector and housing for particular needs:</p> <ul style="list-style-type: none"> <li>• SA Objective 11: Ensure everyone has access to decent, appropriate and affordable housing.</li> </ul> <p>They will also have beneficial impacts on the following SA Objectives, but the significance of the impacts will be dependent on the exact mix of housing developed:</p> <ul style="list-style-type: none"> <li>• SA Objective 9: Maintain and enhance human health and wellbeing, and reduce inequalities.</li> <li>• SA Objective 12: Redress inequalities related to age, disability, gender, race, faith, location and income.</li> </ul> <p>The proposed approach would have a neutral impact on the remainder of the SA Objectives.</p>
Issue: Sustainable design and construction standards	<p>A range of standards proposed address different aspects of climate change, taken together are likely to have a significant beneficial impact on the following SA Objective:</p> <ul style="list-style-type: none"> <li>• SA Objective 7: Minimise impacts on climate change (including greenhouse gas emissions).</li> </ul> <p>The proposed approach would have a neutral impact on the remainder of the SA Objectives.</p>
Issue: Reviewing Sustainability Standards in the future	<p>There is potential for positive impacts if standards are increased in the future, particularly on the following objective:</p> <ul style="list-style-type: none"> <li>• SA Objective 7: Minimise impacts on climate change (including greenhouse gas emissions)</li> </ul> <p>The proposed approach would have a neutral impact on the remainder of the SA Objectives.</p>
Issue: Site wide approaches to sustainable design and construction	The approaches are likely to have a wide-ranging positive effect on all the sustainability objectives as schemes such as BREEAM communities cover the whole range of sustainability issues.



Approach	Sustainability commentary
Issue: Biodiversity	<p>The approach is likely to have a potential positive impact on the following SA Objectives, although until the exact approaches are known it is difficult to judge the significance of the positive effect.</p> <ul style="list-style-type: none"> <li>• SA Objective 4: Avoid adverse effects on designated sites and protected species</li> <li>• SA Objective 5: Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces</li> </ul> <p>The proposed approach would have a neutral impact on the remainder of the SA Objectives.</p>
Issue: SMART technology	<p>The approach is likely to have a potential positive impact on the following SA Objectives through implementing technologies like smart metering and making better use of emerging transport technology (although until the exact approaches are known it is difficult to judge the significance of the positive effect):</p> <ul style="list-style-type: none"> <li>• SA Objective 7: Minimise impacts on climate change (including greenhouse gas emissions)</li> <li>• SA Objective 16: Reduce the need to travel and promote more sustainable transport choices.</li> </ul> <p>The proposed approach would have a neutral impact on the remainder of the SA Objectives.</p>
Issue: Waste Collection	<p>The approach is likely to have a potential positive impact on the following SA Objectives through using 'smart bins' that are only collected when sensors indicate they are almost full, reducing collection vehicles miles:</p> <ul style="list-style-type: none"> <li>• SA Objective 2: Improve air quality and minimise or mitigate against sources of environmental pollution</li> <li>• SA Objective 7: Minimise impacts on climate change (including greenhouse gas emissions)</li> <li>• SA Objective 16: Reduce the need to travel and promote more sustainable transport choices</li> </ul> <p>The proposed approach would have a neutral impact on the remainder of the SA Objectives.</p>

**APPENDIX 1**  
**SA SCREENING TABLES**

How the SA has addressed each issue is listed below. Rows that are greyed out are those issues where it is proposed that an SA is not needed at this stage. The SA at this stage will focus on areas where genuine options are proposed.

<b>Element of the plan</b>	<b>SA approach</b>
<p><b>Issue: Naming the Plan</b></p> <p>Question 1: Do you agree with changing the name of the plan to the 'North East Cambridge Area Action Plan'?</p>	SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.
<p><b>Issue: North East Cambridge AAP Boundary</b></p> <p>Question 2: Is the proposed boundary the most appropriate one for the AAP?</p>	<b><i>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</i></b>
<p><b>Issue: The physical characteristics of North East Cambridge area</b></p> <p>Question 3: In this chapter have we correctly identified the physical characteristics of the North East Cambridge area and its surroundings?</p>	SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.
<p><b>Issue: Existing Constraints</b></p> <p>Question 4: Have we identified all relevant constraints present on, or affecting the North East Cambridge area?</p>	SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.
<p><b>Issue: Future Vision for the North East Cambridge area</b></p> <p>Question 5: Do you agree with the Vision for the future of the North East Cambridge area? If not, what might you change?</p>	<b><i>SA provided as part of this stage of the assessment. The vision has been assessed along with the objectives.</i></b>
<p><b>Issue: Overarching Objectives</b></p> <p>Question 6: Do you agree with the overarching Objectives? If not, what might you change?</p>	
<p><b>Issue: Indicative Concept Plan</b></p> <p>Question 7: Do you support the overall approach shown in the Indicative Concept Plan? Do you have any comments or suggestions to make?</p>	<b><i>SA provided as part of this stage of the assessment. Please see the assessment matrix in Section 5.</i></b>
<p><b>Issue: Creating a Mixed Use City District</b></p> <p>Question 8: Do you agree that outside of the existing business areas, the eastern part of the North East Cambridge (i.e. the area east of Milton Road) should provide a higher density mixed use residential led area with</p>	These issues are addressed as part of the SA of the indicative concept plan above.

Element of the plan	SA approach
<p>intensified employment, relocation of existing industrial uses and other supporting uses?</p> <p>Question 9: Should Nuffield Road Industrial Estate be redeveloped for residential mixed use development?</p> <p>Question 10: Do you agree that opportunities should be explored to intensify and diversify existing business areas? If so, with what sort of uses?</p> <p>Question 11: Are there any particular land uses that should be accommodated in the North East Cambridge area?</p>	
<p><b>Issue: District Identity</b></p> <p>Question 12: What uses or activities should be included within the North East Cambridge AAP area which will create a district of culture, creativity and interest that will help create a successful community where people will choose to live and work and play?</p>	SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.
<p><b>Issue: Creating a healthy community</b></p> <p>Question 13: Should the AAP require developments in the North East Cambridge AAP area to apply Healthy Towns principles?</p>	<b>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</b>
<p><b>Issue: Cambridge Regional College</b></p> <p>Question 14: How should the AAP recognise and make best use of the existing and potential new links between the AAP area and the CRC?</p>	SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.
<p><b>Issue: Building Heights and Skyline</b></p> <p>Question 15: Should clusters of taller buildings around areas of high accessibility including district and local centres and transport stops form part of the design-led approach to this new city district?</p>	<b>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</b>
<p><b>Issue: Local movement and connectivity</b></p> <p>Question 16: Should the AAP include any or a combination of the options below to improve pedestrian and cycling connectivity through the site and to the surrounding area?</p> <p>A – Create a strong east-west axis to unite Cambridge North Station with Cambridge Science Park across Milton Road. This pedestrian and cycle corridor would be integrated into the wider green infrastructure network to create a pleasant and enjoyable route for people to travel through and</p>	<b>SA provided as part of this stage of the assessment. Please see the assessment matrix in Section 5.</b>

Element of the plan	SA approach
<p>around the site. The route could also allow other sustainable forms of transport to connect across Milton Road.</p> <p>B – Improve north-south movement between the Cowley Road part of the site and Nuffield Road. Through the redevelopment of the Nuffield Road area of the NEC, it will be important that new and existing residents have convenient and safe pedestrian and cycle access to the services and facilities that will be provided as part of the wider North East Cambridge proposals.</p> <p>C – Upgrade connections to Milton Country Park by both foot and cycle. This would include improving access to the Jane Coston Bridge over the A14, the Waterbeach Greenway project including a new access under the A14 (see Transport Chapter), as well as the existing underpass along the river towpath.</p> <p>D – Provide another Cambridge Guided Bus stop to serve a new District Centre located to the east side of Milton Road.</p> <p>E - Increasing ease of movement across the sites by opening up opportunities to walk and cycle through areas where this is currently difficult, for example Cambridge business park and the Cambridge Science Park improving access to the Kings Hedges and East Chesterton areas as well as the City beyond.</p>	
<p><b>Issue: Crossing the railway line</b></p> <p>Question 17: Should we explore delivery of a cycling and pedestrian bridge over the railway line to link into the River Cam towpath?</p>	<p><b><i>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</i></b></p>
<p><b>Issue: Milton Road interface</b></p> <p>Question 18: Which of the following options would best improve connectivity across Milton Road between Cambridge North Station and Cambridge Science Park?</p> <p>A - One or more new 'green bridges' for pedestrians and cycles could be provided over Milton Road. The bridges could form part of the proposed</p>	<p><b><i>SA provided as part of this stage of the assessment. Please see the assessment matrix in Section 5.</i></b></p>

Element of the plan	SA approach
<p>green infrastructure strategy for the NEC, creating a substantial green/ecological link(s) over the road.</p> <p>B - Subject to viability and feasibility testing, Milton Road could be 'cut-in' or tunnelled below ground in order to create a pedestrian and cycle friendly environment at street level. This option would allow for significant improvements to the street which would be more pleasurable for people to walk and cycle through.</p> <p>C - Milton Road could be significantly altered to rebalance the road in a way that reduces the dominance of the road, including rationalising (reducing) the number of junctions between the Guided Busway and the A14 as well as prioritising walking, cycling and public transport users.</p> <p>D - Connectivity across Milton Road could be improved through other measures. We would welcome any other suggestions that would improve the east-west connectivity through the site.</p> <p>E - Other ways of improving connections (please specify)</p>	
<p><b>Issue: Development on Milton Road</b></p> <p>Question 19: Should development within the North East Cambridge area be more visible from Milton Road, and provide a high quality frontage to help create a new urban character for this area?</p>	<p>SA not undertaken. This is a question posed for consultees rather than an issue that can be tested. The SA of the next stage of the AAP will pick up potential impacts and this is expected to include a positive impact on SA Objective 6: Maintain and enhance the diversity and local distinctiveness of landscape and townscape character.</p>
<p><b>Issue: Managing car parking and servicing</b></p> <p>Question 20: Do you agree with proposals to include low levels of parking as part of creating a sustainable new city district focusing on non-car transport?</p> <p>Question 21a: In order to minimise the number of private motor vehicles using Milton Road, should Cambridge Science Park as well as other existing employment areas in this area have a reduction in car parking provision from current levels?</p>	<p><b><i>SA provided as part of this stage of the assessment. Please see the assessment matrix in Section 5.</i></b></p>

Element of the plan	SA approach
<p>21b: Should this be extended to introduce the idea of a reduction with a more equitable distribution of car parking across both parts of the AAP area?</p> <p>Question 22: Should the AAP require innovative measures to address management of servicing and deliveries, such as consolidated deliveries and delivery/collection hubs?</p>	
<p><b>Issue: Car and other motor vehicle storage</b></p> <p>Question 23: Should development within the North east Cambridge area use car barns for the storage of vehicles?</p>	SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.
<p><b>Issue: Green Space provision</b></p> <p>Question 24: Within the North East Cambridge area green space can be provided in a number of forms including the following options. Which of the following would you support?</p> <p>A - Green space within the site could be predominately provided through the introduction of a large multi-functional district scale green space. Taking inspiration from Parker's Piece in Cambridge, a new large space will provide flexible space that can be used throughout the year for a wide range of sport, recreation and leisure activities and include a sustainable drainage function. The sustainable drainage element would link into a system developed around the existing First Public Drain and the drainage system in the Science Park. The green space could be further supported by a number of smaller neighbourhood block scale open spaces dispersed across the site.</p> <p>B - Green spaces within the site could be provided through a series of green spaces of a neighbourhood scale that will be distributed across the residential areas. These green spaces will also be connected to the green infrastructure network to further encourage walking and cycling. Again, these spaces will include a sustainable drainage function and link into the existing First Public Drain and the Science Park drainage system.</p> <p>C - Enhance connections and corridors within and beyond the site to improve the biodiversity and ecological value as well as capturing the essential Cambridge character of green fingers extending into urban areas. These corridors could also be focussed around the green space</p>	<b>SA provided as part of this stage of the assessment. Please see the assessment matrix in Section 5.</b>



Element of the plan	SA approach
<p>network and sustainable drainage and would reflect the NPPF net environmental gain requirement.</p> <p>D- Green fingers to unite both sides of Milton Road and capitalise on the existing green networks.</p> <p>E – Consideration of the site edges – enhancement of the existing structural edge landscape and creating new structural landscape at strategic points within and on the edge of the CNF. This would also enhance the setting to the City on this important approach into the City.</p> <p>F – Creation of enhanced pedestrian and cycle connectivity to Milton Country Park and the River Cam corridor</p>	
<p><b>Issue: Non-Car Access</b></p> <p>Question 25: As set out in this chapter there are a range of public transport, cycling and walking schemes planned which will improve access to the North East Cambridge area. What other measures should be explored to improve access to this area?</p>	SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.
<p><b>Issue: Car usage in North East Cambridge</b></p> <p>Question 26: Do you agree that the AAP should be seeking a very low share of journeys to be made by car compared to other more sustainable means like walking and cycling to and from, and within the area?</p> <p>Question 27: Do you have any comments on the highway 'trip budget' approach, and how we can reduce the need for people to travel to and within the area by car?</p>	<b>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</b>
<p><b>Issue: Car Parking</b></p> <p>Question 28: Do you agree that car parking associated with new developments should be low, and we should take the opportunity to reduce car parking in existing developments (alongside the other measures to improve access by means other than the car)?</p>	<b>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</b>

Element of the plan	SA approach
<p><b>Issue: Cycle Parking</b></p> <p>Issue: Cycle Parking</p> <p>Question 29: Do you agree that we should require high levels of cycle parking from new developments?</p> <p>Question 30: Should we look at innovative solutions to high volume cycle storage both within private development as well as in public areas?</p> <p>Question 31: What additional factors should we also be considering to encourage cycling use (e.g. requiring new office buildings to include secure cycle parking, shower facilities and lockers)?</p>	<p><b><i>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</i></b></p>
<p><b>Issue: Innovative approaches to Movement</b></p> <p>Question 32: How do we design and plan for a place that makes the best use of current technologies and is also future proofed to respond to changing technologies over time?</p>	<p>SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.</p>
<p><b>Issue: Linking the Station to the Science Park</b></p> <p>Question 33: what sort of innovative measures could be used to improve links between the Cambridge North Station and destinations like the Science Park?</p>	<p>Impacts identified in assessment of option 13a.</p>
<p><b>Issue: Types of Employment Space</b></p> <p>Question 34: Are there specific types of employment spaces that we should seek to support in this area?</p>	<p>SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.</p>
<p>Question 35: In particular, should the plan require delivery of:</p> <p>A - a flexible range of unit types and sizes, including for start-ups, and Small and Medium Sized Enterprises (SMEs);</p> <p>B - Specialist uses like commercial laboratory space;</p> <p>C - hybrid buildings capable of a mix of uses, incorporating offices and manufacturing uses.</p> <p>D - shared social spaces, for example central hubs, cafes.</p> <p>E - Others (please specify).</p>	<p><b><i>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</i></b></p>

<b>Element of the plan</b>	<b>SA approach</b>
<p><b>Issue: Approach industrial uses</b></p> <p>Question 36: Which of the following approaches should the AAP take to existing industrial uses in the North East Cambridge area?</p> <p>A - seek to relocate industrial uses away from the North East Cambridge area?</p> <p>B - seek innovative approaches to supporting uses on site as part of a mixed use City District?</p> <p>Question 37: Are there particular uses that should be retained in the area or moved elsewhere?</p>	<p><b>SA provided as part of this stage of the assessment. Please see the assessment matrix in Section 5.</b></p>
<p><b>Issue: Housing Mix</b></p> <p>Question 38: Should the AAP require a mix of dwelling sizes and in particular, some family sized housing?</p> <p>Question 39: Should the AAP seek provision for housing for essential local workers and/or specific housing provided by employers (i.e. tethered accommodation outside of any affordable housing contribution)?</p>	<p><b>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</b></p>
<p><b>Issue: Affordable Housing</b></p> <p>Question 40: Should the AAP require 40% of housing to be affordable, including a mix of affordable housing tenures, subject to viability?</p> <p>Question 41: Should an element of the affordable housing provision be targeted at essential local workers?</p>	<p><b>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</b></p>
<p><b>Issue: Custom Build Housing</b></p> <p>Question 42: Should the AAP require a proportion of development to provide custom build opportunities?</p>	<p><b>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</b></p>
<p><b>Issue: Houses in Multiple Occupation (HMO)</b></p> <p>Question 43: Should the AAP allow a proportion of purpose built HMOs and include policy controls on the clustering of HMOs?</p>	<p><b>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</b></p>
<p><b>Issue: Private Rented Sector (PRS) Housing</b></p>	<p><b>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</b></p>

Element of the plan	SA approach
<p>Question 44: Should the AAP include PRS as a potential housing option as part of a wider housing mix across the North East Cambridge area?</p> <p>Question 45: if PRS is to be supported, what specific policy requirements should we consider putting in place to manage its provision and to ensure it contributes towards creating a mixed and sustainable community?</p> <p>Question 46: Should PRS provide an affordable housing contribution?</p> <p>Question 47: What 'clawback' mechanisms should be included to secure the value of the affordable housing to meet local needs if the homes are converted to another tenure?</p> <p>Question 48: What would be a suitable period to require the retention of private rented homes in that tenure and what compensation mechanisms are needed if such homes are sold into a different tenure before the end of the period?</p> <p>Question 49: What type of management strategy is necessary to ensure high standards of ongoing management of PRS premises is achieved?</p>	
<p><b>Issue: Other forms of specialist housing, including for older people, students &amp; travellers</b></p> <p>Question 50: Should the area provide for other forms of specialist housing, either on-site or through seeking contributions for off-site provision?</p>	<p><b><i>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</i></b></p>
<p><b>Issue: Quality and Accessibility of Housing</b></p> <p>Question 51: Should the AAP apply the national internal residential space standards?</p> <p>Question 52: Should the AAP develop space standards for new purpose built HMOs?</p> <p>Question 53: Should the AAP apply External Space Standards, and expect all dwellings to have direct access to an area of private amenity space?</p> <p>Question 54: Should the AAP apply the Cambridge Local Plan accessibility standards?</p>	<p><b><i>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</i></b></p>

<b>Element of the plan</b>	<b>SA approach</b>
<p><b>Issue: Retail and Leisure</b></p> <p>Question 55: Do you agree with the range of considerations that the AAP will need to have regard to in planning for new retail and town centre provision on the North East Cambridge area? Are there other important factors we should be considering?</p> <p>Question 56: Should the Councils be proposing a more multi-dimensional interpretation of the role of a town centre or high street for the North East Cambridge area, where retail is a key but not solely dominant element?</p>	<p>SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.</p>
<p><b>Issue: Community Facilities</b></p> <p>Question 57: What community facilities are particularly needed in the North East Cambridge area?</p>	<p>SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.</p>
<p><b>Issue: Open Space</b></p> <p>Question 58: It is recognised that maximising the development potential of the North East Cambridge area may require a different approach to meeting the sport and open space needs of the new community. How might this be achieved?</p> <p>Question 59: Should open space provision within the North East Cambridge area prioritise quality and functionality over quantity?</p> <p>Question 60: Should open space provision within the North East Cambridge area seek to provide for the widest variety of everyday structured and unstructured recreational opportunities, including walking, jogging, picnics, formal and informal play, casual sports, games, dog walking and youth recreation?</p> <p>Question 61: Where specific uses are required to provide of open space as part of the development, should the AAP allow for these to be met through multiple shared use (for example school playing fields &amp; playing pitches for the general public)?</p>	<p>SA not undertaken. This is a question posed for consultees rather than an issue that can be tested and potential impact on a range of objectives is unknown at this stage</p>
<p><b>Issue: Carbon Reduction Standards for Residential Development</b></p>	<p><b><i>SA provided as part of this stage of the assessment. Please see the assessment matrix in Section 5.</i></b></p>

Element of the plan	SA approach
<p>Question 62: Within this overall approach, in particular, which option do you prefer in relation to carbon reduction standards for residential development?</p> <p>A - a 19% improvement on 2013 Building Regulations (the current Cambridge Local Plan standard); or</p> <p>B - a requirement for carbon emissions to be reduced by a further 10% through the use of on-site renewable energy (the current South Cambridgeshire Local Plan standard); or</p> <p>C - a 19% improvement on 2013 Building Regulations plus an additional 10% reduction through the use of on-site renewable energy (combining the current standards in the Local Plans); or</p> <p>D - consider a higher standard and develop further evidence alongside the new joint Local Plan.</p>	
<p><b>Issue: Sustainable design and construction standards</b></p> <p>Question 63: Do you support the approach to sustainable design and construction standards suggested for the AAP?</p>	<p><b><i>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</i></b></p>
<p><b>Issue: Reviewing Sustainability Standards in the future</b></p> <p>Question 64: Do you support the proposal for the AAP to be clear that review mechanisms should to be built into any planning permissions in order to reflect changes in policy regarding sustainable design and construction standards in local and national policy? What other mechanisms could be used?</p>	<p><b><i>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</i></b></p>
<p><b>Issue: Site wide approaches to sustainable design and construction</b></p> <p>Question 65: Do you support the plan requiring delivery of site wide approaches to issues such as energy and water, as well as the use of BREEAM Communities International Technical Standard at the masterplanning stage?</p>	<p><b><i>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</i></b></p>

Element of the plan	SA approach
Question 66: Are there additional issues we should consider in developing the approach to deliver an exemplar development?	
<b>Issue: Biodiversity</b> Question 67: What approach should the AAP take to ensure delivery of a net gain in biodiversity?	<b><i>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</i></b>
<b>Issue: SMART technology</b> Question 68: Should the AAP require developments in the area to integrate SMART technologies from the outset?	<b><i>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</i></b>
<b>Issue: Waste Collection</b> Question 69: Should the AAP require the use of an underground waste system where is viable?	<b><i>SA provided as part of this stage of the assessment. A commentary on the effects of the policy approach has been included in section 5.</i></b>
<b>Issue: Phasing and relocations</b> Question 70: Do you agree that the AAP should prioritise land that can feasibly be developed early? Are there any risks associated with this proposed approach?  Question 71: Should the AAP include a relocation strategy in preference of leaving this to the market to resolve?	SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.
<b>Issue: Funding &amp; Delivery of infrastructure</b> Question 72: Do you agree with an approach of devising a Section 106 regime specifically for the North East Cambridge area? If not, what alternative approach should we consider?  Question 73: What approach do you consider the most appropriate basis on which to apportion the cost of the infrastructure requirements arising from different land uses to ensure an equitable outcome?	SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.
<b>Issue: Development viability</b> Question 74: How should the AAP take into account potential changes over time, both positive and negative, that might affect development viability?	SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.



<b>Element of the plan</b>	<b>SA approach</b>
<p><b>Issue: Land assembly and Compulsory Purchase Orders</b></p> <p>Question 75: Do you agree with the proposal to require land assembly where it can be demonstrated that this is necessary for delivering the agreed masterplan for the North East Cambridge area and/or the proper planning of development?</p> <p>Question 76: Should the AAP state that the Councils will consider use of their Compulsory Purchase powers? If so, should the AAP also set out the circumstances under which this would appropriate?</p>	SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.
<p><b>Issue: Joint Working</b></p> <p>Question 77: Should the Councils actively seek to facilitate joint working between the various landowners/developers within the North East Cambridge area? If so, what specific matters could we target for joint working?</p>	SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.
<p><b>Issue: Pre-AAP Planning Applications</b></p> <p>Question 78: Do you agree with the Councils' proposed approach to dealing with planning applications made ahead of the AAP reaching a more formal stage of preparation?</p>	SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.
<p><b>Issue: Meanwhile (Temporary) Use</b></p> <p>Question 79: What types of 'meanwhile uses' should the AAP support for the North East Cambridge area?</p> <p>Question 80: Should there be any limit on the scale of a proposed 'meanwhile use'?</p> <p>Question 81: Do you think it appropriate to set a maximum period for how long a 'meanwhile use' could be in operation?</p> <p>Question 82: Should the AAP also include a requirement for 'meanwhile uses' to demonstrate how they will add vibrancy and interest and/or deliver on the wider development outcomes and vision for the North East Cambridge area?</p>	SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.
<p><b>Issue: Equalities Impacts</b></p> <p>Question 83: What negative or positive impacts might the proposed plans have on residents or visitors to Cambridge with low incomes or who have</p>	SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.

Element of the plan	SA approach
<p>particular characteristics protected under the Equality Act 2010? (The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.)</p>	
<p><b>Issue: Any other comments</b></p> <p>Question 84: Do you have any other comments about the North East Cambridge area and/or AAP? Are there other issues and alternatives that the councils should consider? If you wish to make suggestions, please provide your comments.</p>	<p>SA not undertaken. This is a question posed for consultees rather than an issue that can be tested.</p>