GREATER CAMBRIDGE
SHARED PLANNING

Appendix 1: North East Cambridge Area Action Plan Proposed Submission Plan Statement of Consultation

Greater Cambridge Planning Service

November 2021

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1. Introduction

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

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

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

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

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

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

Note about Duty to Cooperate

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

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

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

2. Consultation and engagement undertaken to date

2.1 Background to the development of the Area Action Plan

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

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

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

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

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

2.2.1 Initial workshop, April 2013

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

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

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

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

The following main issues were highlighted during the event:

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

Conclusions drawn from the workshop are summarised below:

- Good places need a successful long-term vision, coming from leadership, citizen engagement and technical input.
- Sense of place is not just physical factors; it is also social and economic ones.
- Place making is an evolutionary process. The professional role is about enabling the vision and co-production.
- The opportunity to exists to take the Innovation Areas to the next stage, to build on brand and to maintain the reputation for innovative thinking, making the area one of the most attractive places to work in Europe.

2.2.2 Officer Steering Group

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

2.2.3 Sustainability Appraisal Scoping Report consultation

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

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

2.3 Issues and Options 1 Consultation (2014-15)

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

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

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

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

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

2.4 Preparation for the Issues and Options 2 consultation

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

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

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

The Issues and Options report 2 was considered by the following Council meetings prior to finalisation and consultation:

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

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

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

2.5 Issues and Options 2 Consultation (2019)

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

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

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

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

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

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

2.6.1 Community Liaison Forum

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

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

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

2.6.2 Landowner & Developer Interest Liaison Forum

Membership of the Landowner and Developer Interest Forum comprises:

- AWG Group Property (Savills)

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

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

2.6.3 Local Ward Member Forum

Membership of the Local Ward Member Forum comprises:

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

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

2.6.4 Design Workshops 2019

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

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

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

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

2.6.5 Cultural Placemaking Strategy Consultation 2020

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

The Cultural Placemaking engagement events were:

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

2.7 Draft Area Action Plan consultation (2020)

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

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

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

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

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

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

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

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

3.0 Consultation on the Proposed Submission Area Action Plan

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

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

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

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

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

1. About the consultation

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

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

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

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

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

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

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

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

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

2. Summary of main comments made against each question

Chapter 2 – Question 1 (Vision)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q1 Vision (Support)	• Considerable support for the vision for CNFE • New railway station is supported along with retention of railhead • Support for new and existing waste management facilities • The CB4 site/Chesterton Partnership able to deliver a comprehensively planned re-development of the largest brownfield site in Cambridge, without the involvement of

	multiple land-owning parties, ensuring the regeneration of CNFE in tandem with the new rail station opening. • Plan will promote/create a network of green spaces and corridors to support local ecology and surface water mitigation.
Q1 Vision (Object)	• Object to relocation of sewage works • Site redevelopment will require considerable public investment because: The site is in an inaccessible location Anglian water sewage works and railway sidings hampers development potential Power lines need to be removed Stagecoach will need to the relocated New railway station could increase traffic Brookgate would have to develop site in a way that would work coherently with potential future development in the area Transport links would need to be improved • Relocate Sewage Works to enable residential use • Put commercial units beside A14, to provide a sound/pollution barrier • Need for housing rather than more commercial units • The aggregates railhead should be accessed by westbound off- and on-slips from and to the A14. Aggregates vehicles should not travel via the Milton Road. • The Household Waste Recycling Centre should stay at Butt Lane. • Masterplan should safeguard a route for a road across into Fen Road Chesterton. Provide a new level crossing or a bridge over the railway or extend planned foot/cycle bridge to Fen Road. • Vision should encourage greater site intensification. • Vision is unrealistic and contains no clear implementation timescales, with specific reference to: transport funding and improvements; mitigation of incompatible land uses; relocation of existing uses; land ownership fragmentation; and market demand. • New development must not have a detrimental effect on established businesses. • Specific mention of biodiversity required. • Include reference to the proposed Waterbeach New Town. • Need for much more housing and employment • Housing need on this site is uncertain • The vision needs to provide high quality urban centre

	• Site's continued use for aggregates and waste management will detract from the key objective to deliver a high-quality business centre; • Given the employment-led focus, 'sustainable urban living' should comprise part of the overall vision
Q1 Vision (Comment)	• Need for masterplan and comprehensive planning of CNFE • The development should provide everything for its residents including doctors, schools, and cemetery. • New Household Waste Recycling Centre unnecessary • Need policies for renewable and low carbon energy generation and sustainable design and construction • Greater emphasis on developing area as an internationally renowned business, research and development centre. • Site must address current access and infrastructure difficulties. • Essential that the whole area is master planned. • Station access via new road adjacent to sewage works • Provide covered square at CNFE and pedestrianised boulevard on existing Cowley Road • Relocate Police Station to CNFE • New NIAB-sized site for 4000+ houses adjacent to the station, in addition to the residential towers
Councils' response	A revised vision has been proposed in the Issues and Options 2019 consultation.

Chapter 3: Question 2 (Development Objectives)

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q2 Development	• The important issues have been identified • Obj. 2 supported but should support higher densities. • Obj. 2 and wider development objectives should reference residential land use.

Objectives (Support)	• Wildlife Trust welcomes inclusion of objective 7 • Plan will promote / create a network of green spaces and corridors to support local ecology and surface water mitigation. • Objective 3 & 6 considered most important

Q2 Development Objectives (Object)	• Objectives are currently too generic and require further clarity.
	• Objectives need strengthening to reflect scale/ density of development necessary to attract momentum. Specific goals are key to:
	  • achieve relocation/ reconfiguration of water treatment plant
	  • provide substantial new employment opportunities
	  • provide residential development on a sufficient scale - more vibrant/ highly sustainable
	  • consider denser utilisation/ regeneration (eg Science Park)
	  • create connectivity between Science Park, city centre, NE/E Cambridge, villages, beyond
	  • enable preparation of detailed, phased master plan - a clearer vision underpinning redevelopment of overall area - including integration of denser developments - enhanced viability and associated quality
	• Objectives should ensure the importance of integrating new development with existing development. Appropriate land use relationships need to be secured between new and existing development to ensure neighbouring land uses are compatible with each other.
	• Objectives are ambitious and not based upon fully researched realistic outcomes.
	• Objectives should focus on:
	  • what is deliverable in next five years
	  • development standards
	  • phasing of land use changes with implementation of new transport links
	  • relocation of existing industrial uses (including assessment of alternative locations)
	  • Objectives should also focus on mixed use scheme while retaining as many existing industrial uses
	• Proposed objectives should:
	  • emphasis the contribution CNFE will make to the wider regeneration and growth agenda of Cambridge
	  • include the need to ensure a well-coordinated and integrated approach between CNFE and Waterbeach New Town
	  • emphasis the need to maximise the potential of the railway station

	• Include a specific reference to residential to provide support for better balance of land uses. • Include a specific reference to mixed use development; zoning approach could work against well designed buildings. • Stronger connections required to wider area for effective integration. • Highly zoned mono use land blocks works against the objective for a well-integrated neighbourhood. • Current imbalance of land uses could increase carbon footprint, encourage unsustainable travel behaviour and add to emissions. • Further objective needed which highlights potential interface of site not only with immediate neighbourhood but also with more distant locations which can access it through sustainable travel modes. • Complex scheme higher ambitious/ coherent manner needed regarding the quality and type of employment uses proposed for the Area Action Plan area within these objectives. • When Sewage Works are removed, area needs to incorporate a new residential area with low-energy housing, community facilities, public open spaces, school and shops linked primarily with foot/cycle paths and bus/roads on the periphery.
Q2 Development Objectives (Comment)	• No excuse to move the Sewage Works • Just as important to maximise affordable housing and schools as it is to maximise employment opportunities • Consideration for a new direct route for cyclists from Abbey to the new station needed • Objective 2 - Amend to ensure the land uses are compatible with neighbouring uses. • New objective to encourage low carbon lifestyle, minimisation of waste both during construction and occupational use and address climate change issues. • New / amend objective to include the consideration for health • The CNFE plan will promote the creation of a network of green spaces and corridors, incorporating ecological mitigation and enhancement and measures to manage surface water. • Important to ensure that the current business research and development and technology function is not diluted. • Useful to identify 'character areas' to confirm the established nature of different parts of the Area Action Plan area.

	• Consideration needs to be given to how to integrate with the wider community given the perceived and physical barriers surrounding the CNFE. • Important to emphasise the quality of the employment opportunities, reflecting the significant training and apprenticeships opportunities that the employment use here could generate, both during construction and afterwards. • Any new local centre needs to capitalise on both local needs and those using the new station to make sure sustainable and vibrant for extended hours. This ideally means co-location of such facilities but if the planned location of the station prevents this, links between the two are considered important. • This should also mean being well-connected with existing users so for example the owners of Cambridge Business Park and St John's Innovation Centre could be encouraged to create better physical connections, particularly for pedestrian and cyclists, with the new station and the remainder of the CNFE Area Action Plan area.
Councils' response	Objectives has been proposed in the Issues and Options 2019 consultation.

Chapter 4 – Question 3 (Area Action Plan boundary)

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q3 Area Action Plan boundary (Support)	• Area needs rejuvenation and should improve the North side of the City • Support CNFE area and Option B boundary extension • CNFE boundary is concurrent with the Draft Local Plans • The economic development perspective is supported
Q3 Area Action Plan boundary (Object)	• Expand eastern boundary to include current Traveller's site for new housing. • Remove sewage works from CNFE

	• St Johns Innovation Centre and the other business premises including the Cambridge Business Park do not need redevelopment or intensification • The St John's Innovation land should be included within the CNFE provided that there are no more onerous conditions or policies applied to the CNFE plan area • Boundary needs to include the area to the East of the railway (Fen Road) • The eastern boundary should be re-drawn to include land either side of Fen Road and up to the River Cam, with the proviso that development in that area should not compromise Green Belt principles.
Q3 Area Action Plan boundary (Comment)	• The Area Action Plan boundary is defined in the respective draft Local Plans for Cambridge City and South Cambridgeshire and therefore in procedural terms any amendments may be problematic and should only be contemplated if there are clear and convincing merits in so doing. St John's Innovation Park should only be retained within boundary if it can be allowed to be intensified otherwise it should be excluded • Retain screening within plan and be taken into account for potential waste applications on Anglian Water site • The relationship to the Traveller and Gypsy site should be explored in order to protect the site and associated access.
Councils' response	Views are sought on a revised Area Action Plan boundary in the Issues and Options 2019 consultation.

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

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q4 Area Action Plan boundary	• Area should be included in order to retain control over intensification

extension Option A – Cambridge Science Park (Support)	• Include Cambridge Science Park in order to fully address site and station • Include Cambridge Science Park because this would provide comprehensive redevelopment principles to both sites, which are adjacent, benefit from the same transport hub, and share similar problems of access • Support for proposed boundary and Option 'A' extension to include Cambridge Science Park to ensure satisfactory transport modelling is completed.
Q4 Area Action Plan boundary extension Option A – Cambridge Science Park (Object)	• Inclusion of the Science Park would require a dilution of the aims set out in the proposed Area Action Plan vision and objectives • Little or no direct relevance of the Science Park to the significant development opportunities that exist further to the east • Sufficient policy controls already exist for the Cambridge Science Park • Cambridge Science Park is an existing facility while CNFE is a regeneration development • Cambridge Science Park should be treated as a separate Area Action Plan if redevelopment guidance for the park is needed. • No explicit need for the Cambridge Science Park to be included in CNFE boundary • Unclear why Cambridge Regional College has been included in boundary • Area Action Plan not needed to drive large scale redevelopment onsite • Policy E/1 of the draft South Cambridgeshire Local Plan would facilitate the redevelopment of the Cambridge Science Park • Science Park already developed; option to include it is confusing and unwarranted.
Q4 Area Action Plan boundary extension Option A – Cambridge Science Park (Comment)	• Replace buildings 2 to 24b at the Cambridge Science Park with medium density development with carbon-neutral, radical, sustainable development • Unclear about the reasons for including the Cambridge Science Park other than for reasons to do with traffic entering/leaving the area. • Inclusion of the Cambridge Science Park (Option A) may be beneficial in the long-term in delivering a more sustainable and well-connected development and in achieving Draft Policy E/1 of the South Cambridgeshire Local Plan. However, the inclusion should be further explored regarding Local Plans development' its inclusion should not delay the proposed investment and development on the remainder of the CNFE area.

Councils' response	Views are sought on a revised Area Action Plan boundary in the Issues and Options 2019 consultation which includes the Science Park.

Chapter 4 – Question 5 (Area Action Plan boundary extension – Option B Chesterton Sidings Triangle)

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q5 Area Action Plan boundary extension Option B – Chesterton Sidings Triangle (Support)	• This option will support Objective 6 & 8 • Support the lands inclusion if it is needed to for the comprehensive development of the new station and immediate surroundings. • Include if it maintains or improves access to the railway station • Option enhances the green transport options for CNFE • Option enhances important cycle and pedestrian links to the south • Option will support improved cycle and pedestrian links and the Chisholm Trail
Q5 Area Action Plan boundary extension Option B – Chesterton Sidings Triangle (Comment)	• In the approved station plans, this area is earmarked for species-rich grassland as part of ecological mitigation • Link across the railway and river very important • Keen for the Chisholm Trail to progress • Area should be a designated transport connection between the station, surrounding developments and the Chisholm Trail. • Replacement location needed before existing site can be released
Councils' response	Modifications to the Local Plan included this area within the Cambridge Northern Fringe East policy area.

Chapter 4 – Question 6 (Naming the development area)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q6 Naming the development area (Comment)	• Area name should not be decided by an individual landowner
Councils' response	Issues and Options 2019 identifies the area as Cambridge Northern Fringe.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q7a Naming the proposed new railway	• It is already 'known' as that. • It identifies the location of the new station • The Cambridge Science Park is the best known of the groups of offices in this area and is often referred to as representing all of them

station (Support)	• World renowned centre of technological and business excellence
Q7a Naming the proposed new railway station (Object)	• Cambridge North so when Addenbrookes has a station that can be called Cambridge South • Station not on Science Park; the name is misleading • Station is more than just for the Science Park • Cambridge Science Park is 1/2mile west of the station • Object to name Chesterton Interchange Station • Naming new station after Science Park would be misleading resulting in poor legibility • Station not at the Science Park • Should not be called Cambridge Science Park • Name is misleading and confusing
Q7a Naming the proposed new railway station (Comment)	• Station will benefit from name based affiliation • If option (a) emerges as a key descriptor then name should become Cambridge Science Parks in recognition of proximity of several relevant campuses.
Councils' response	Railway station has been named Cambridge North.

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

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q7b Naming the proposed new railway station (Object)	• Cambridge North so when Addenbrookes has a station that can be called Cambridge South • It is neither in Chesterton nor is it an interchange • Nobody outside Cambridge will know where it is • Gives wrong impression

	• Searching online, people will not realise this station in Cambridge without Cambridge at the beginning • Station is not an interchange; it is a new destination • Unimaginative • Cambridge North • Name is misleading; Station is not an interchange with other railways
Councils' response	Railway station has been named Cambridge North.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q7c Naming the proposed new railway station (Support)	• Describes what it will be • Makes sense • Cambridge North so when Addenbrookes has a station that can be called Cambridge South • Appropriate as tied to the wider geographical area that it serves is more inclusive • Name is suited giving the area a higher profile
Q7c Naming the proposed new railway station (Object)	• Unimaginative
Q7c Naming the proposed	• Already called Cambridge Science Park and clearly identifies the location • Name must start with Cambridge to aid online searching

new railway station (Comment)	• CNFE station should be called Cambridge Park Station & City station should be called Cambridge station to improve legibility and help tourists who visit the city • If "science park" emerges as part of this consultation as a key descriptor, we contend that it should be used in the plural - "Cambridge Science Parks" - in recognition of proximity of several relevant campuses. • Identifies in Cambridge and geographically to the north.
Councils' response	Railway station has been named Cambridge North.

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

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

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

Question	**Key Issues from CNFE Issues and Options consultation**
Q7d Naming the proposed new railway station (Support)	• Beside Fen Road at Chesterton Fen, near Fen Ditton, and at the junction to Fen Drayton
Q7d Naming the proposed new railway station (Object)	• Misleading - Station not in the Fen • Name not representative of the location • Undermines proposed vision which is for integration into Cambridge • Won't be in Fens once built around
Councils' response	Railway station has been named Cambridge North.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q7e Naming the proposed new railway station (Comment)	• Cambridge North • Cambridge Science Park • CNFE station should be called Cambridge Park Station & City station should be called Cambridge station to improve legibility and help tourists who visit the city • Cambridge Fen Gateway Station • Milton
Councils' response	Railway station has been named Cambridge North.

Chapter 6 – Question 8 (Site context and constraints)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q8 Site context and constraints (Support)	• Supporting focus on cycle and pedestrian infrastructure and prioritising this. Ensure area is easy and safe to get to by bike – this is crucial if the council is to limit increased vehicular congestion.

Q8 Site context and constraints (Object)	• Site Constraints. These include:
	  ○ Financial viability.
	  ○ Inaccessible location
	  ○ Anglian Water sewage works and railway sidings hampers development potential
	  ○ Power line would need to be removed.
	  ○ Relocation of stagecoach needed.
	  ○ New station could increase traffic.
	  ○ Brookgate would have to develop site in a way that would work coherently with potential future development in the area.
	  ○ Transport links would need to be improved.
	• We object strongly to the siting of such a new recycling centre as shown in the four options.

Q8 Site context and constraints (Comment)	Facilities/land uses • Reconsider relocation of water recycling centre • Sewage works should remain where they are • The Sewage Works should be removed to permit a greater proportion of residential development where the ground conditions permit • If the site is largely unsuitable for dwellings both in terms of costs to mitigate contamination and odour issues why would it be conceivable that developments such as restaurants and cafés would be viable? • There is the potential through the redevelopment of the site to enhance the First Public Drain, with surface water mitigation, ecological or aesthetic values using a number of possible hydrogeological improvements. • Lack of information on traffic and junction layout prevents the assessment of relative impact of options. • Household Waste Recycling Centre could be relocated; further research will be needed to explore this constraint • Need for housing uncertain on this site against competing land uses • Relocation of non-conforming uses is desirable • Open space needs careful thought • Loss or replacement of the golf driving range not adequately addressed • Protection of the waste facility is contradictory to the aim of the Area Action Plan • Unsuitable access for household recycling facility; too close to Jane Coston Bridge and crosses protected verge land. Transport • Network Rail's disused private access road from Milton Road to Chesterton railway sidings running along the north side of

	the Business Park should be made into a public footpath and cycleway travelling to and from the new railway station. • Crown Estate should install side entrances on the North side of the Cambridge Business Park • Local parking will have an impact on local residents • How will local buses be improved • Milton Road is already at capacity. Direct access to and within the site should be prioritised for pedestrians, cyclists and users of the guided bus (to discourage use of cars). • Aggregate lorries should be restricted to the northern perimeter. • Highway capacity remains a significant constraint requiring further investigation with a mitigation strategy developed as part of any future development proposals. • Need to reflect all transport modes • Until updated evidence base including sensitivity testing and transport modelling data is available and understood, there is no benefit with developing the Area Action Plan until they are available. • CNFE should not proceed without Network Rail allowing a cycle and foot path along their land south of Cowley Road • Need to focus on cycle and pedestrian infrastructure • Good access for pedestrians and cyclists requires careful consideration Utilities • Consider safeguarding the old surface water drain under the sidings (and existing railway) straight through to Camside Farm, which could be a cheaper route for a sewage connection under the railway to Fen Road residents. • Surface water runoff should be controlled to avoid flooding commercial premises and residences in Fen Road. Design • Buildings on the site should be no taller than three floors. • There should be NO ugly/massive/inhuman 'statement' or 'gateway' buildings on the site. Links with neighbouring developments • Need to provide contextual strategic developments to ensure well-coordinated and integrated developments i.e. Waterbeach and associated transport links

	• Greater focus should be given to how the wider region (e.g. major housing development West of Cambridge) can access CNFE Other • Contamination should not be overstated and seen as a barrier to development. The current odour maps do not reflect Anglian Water's proposed WRC upgrades and should be re-visited • The issue of land ownership and a commitment of landowners to bring forward land remains a critical feature of the Plan. Whilst the presence of Anglian Water is important it is the case that development can still proceed nearby where appropriate mitigation measures are put in place. • Would the regeneration of the Area Action Plan site for residential, office and R&D purposes be the most advantageous way to provide employment opportunities on this site for those as described in paragraph 6.4 of the consultation document, adjacent "disadvantage communities"? • Need to safeguard the old surface water drain under the sidings (and existing railway) straight through to Camside Farm, a potentially cheaper route for a sewage connection under the railway to Fen Road residences. • Odour issues for WRC key • Density strategy is key and locations for this need careful thought as well.
Councils' response	Views are sought on constraints in the Issues and Options 2019 consultation, and other issues including transport, design, and surface water drainage

Chapter 7 – Question 9 (Development Principles)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014

Q9 Development Principles (Support)	• Principles
	  • Support for A, B, D, F, G, L, M, N, O & P
	  • Support B, leisure facilities and open space.
	  • Principals E, F and G will maximise the Employment opportunities of the area.
	  • Support development principle M; in particular the recognition of the importance of biodiversity features being part of a well-connected network.
	  • Subject to highways access issues highlighted above, support these principles to maximise employment opportunities, but would like to see further emphasis on the B1(b) uses.
	• Objectives
	  • Amend Objective B to read "By creating a sustainable, cohesive and inclusive area by ensuring there is appropriate support, improving access to jobs, homes, open space, leisure facilities and other services within the development and to the wider community".
	  • 2 & 3 most important
	  • Support for the principle of locating higher density development in close proximity to the transport hubs.

Q9 Development Principles (Object)	• Without changing Development Principles, these will be used to justify the relocation of the Sewage Works to a greenfield site. The existing Sewage Works and underground piping represents a vast investment.
	• Objective 1
	  • A -Current planning mustn't be overturned by commercial interests.
	  • A - Is a piecemeal approach lacking the coherence and critical mass needed to maximise the potential the area has to contribute to the future of the City and South Cambs.
	  • B - No to commercial/industrial as this would attract more attract traffic
	• Objective 2
	  • Need explicit references to: high densities given the highly sustainable location of CNFE the provision of

	residential use to meet the need identified in para 1.13 • C - Object to the development of R&D, industrial or commercial purposes unless these are on the perimeter of the site. • D - The guided busway route should retain wide pedestrian and cycle paths beside it, with trees and hedges to protect each from the other and to provide wind protection. Footpaths and cycle paths should be permitted the direct routes; cars should be directed via longer routes to preserve open green space. • Objective 3 • E - Should be a greater proportion of residential development than industrial. • G - Sewage works should be moved. • G – relocate • Objective 4 • H - A sustainable new community should be developed with community buildings, local shops houses and a school. • Objective 5 • I - object to 'development forms' which are large, tall, ugly, conceived as a 'gateway' and poorly designed. I would require human-scale, attractive buildings which are fit for purpose with green space attractive for public use between them. • J - cyclists/pedestrians should have priority. Cars should use the periphery. • Objective 6 • K - Object to the 'creation of a gateway' which implies a combination of tall, overbearing buildings and draughty, overshadowed streets between them. • Other • The development, by trying to satisfy development for everyone lacks focus. • There is significant economic potential to promote the wider Cambridge North area including

	Cambridge Northern Fringe and A10 corridor such as the Research Park and Waterbeach New Town.

Q9 Development Principles (Comment)	• Access and traffic must be fully addressed
	• Refer to the Water Recycling Centre as the Sewage Works
	• Opportunities identified for the CNFE reflect need to maximise employment opportunities & the St. John's Innovation Park must play a role in this approach
	• Objective 4 (Principles C & D)
	  • C - Is too commercially focussed and could work against the need for balanced mix of uses to deliver the most sustainable place that is well integrated with adjoining communities and provides real benefit to those communities. A principle relating to the new residential community envisaged within the Area Action Plan area would provide better balance.
	  • C - Should be strengthened to make it abundantly clear that the Council is seeking for CNFE to be delivered as a high quality, exemplar commercial-led scheme. As written the objective does not provide for this important aspiration.
	  • C - Inadequate emphasis to the employment-led priority for the area and appears to give too much encouragement to residential uses;
	  • D - Do not agree that this should be focused "around the transport hub" which implies the new railway station. May be appropriate for CB1 but not for CNFE
	  • C & D - do not make any reference to residential under Objective 2.
	• Objective 3 (Principles E, F & G)
	  • Objective 3 shouldn't get highest priority.
	  • Maximising employment opportunities should include existing developments and brownfield regeneration sites.
	  • F - "Where possible" too loosely worded; Principle dependent on cost. Developers should provide the same facilities at a limited % extra cost to where they are currently, or for a limited time. Current light industrial users may not be able to afford to stay with no obvious location for them to move to.
	  • F - Should have a higher ambition of relocating existing businesses, particularly where they are non-

	conforming, as being "appropriate" and not merely as "possible". • G - Should not be automatically assumed that the strategic aggregates railhead will be required to be retained on the CNFE site in perpetuity. There may be opportunities to consider other locations whereby its presence will not detract from the quality of development that the Council should be properly seeking at CNFE. • G - Gives unqualified support for difficult uses (aggregates and waste) without recognising their potential to compromise the quality of the development achievable. • Objective 5 (Principles I & J) • Reference to mixed use development should be included; zoning approach could work against well designed buildings. • Objective 6 (Principles K & L) • Stronger connections required to wider area for effective integration. Highly zoned mono use land blocks works against the objective for a well-integrated neighbourhood. • K - Needs to be broadened to reflect and recognise the other transport modes and routes by which people will access the CNFE area. As written it largely assumes that the railway station and the busway alone are what makes the area a transport hub. That is short-sighted as there is other transport infrastructure such as cycle routes, roads and conventional buses that can equally provide ready access to and from CNFE. • Care needed with delivery of Principle L alongside existing and planned mineral and waste activity to avoid conflict. • Objective 7 (Principles M, N & O) • Dev Principle M. Allow the strip of land beside the ditch along Cowley Road to remain a green space with a footpath along it. • As watercourses are included, we suggest a change to "...a network of green and blue spaces..."

	• We also suggest removing the word "attractive" as this is a very subjective idea and not relevant to benefitting biodiversity. • N - Every opportunity should be taken to make the site greener. • O – Caveat this objective by the addition of the words "where necessary". • Objective 8 (Principle P) • Requires a mixed community - current imbalance of land uses will increase carbon footprint, encourage unsustainable travel behaviour and add to emissions. • Larger scale and denser development should be centrally located within the Area Action Plan area and should not be reflected by the erection of large scale buildings at the eastern edge of the wider site - i.e. where the railway station is to be situated. • The scale, massing and density of development should step down where the CNFE area adjoins and interacts with open countryside and could impact adversely on the setting of the City unless carefully managed and integrated. • There is an obvious interface for an aggregation of larger scale buildings where the designated CNFE area meets with the existing parks in the area, such as St John's Innovation Park, the Cambridge Business Park and the Cambridge Science Park. • Other • Support for the addition of a new local centre within the Area Action Plan area which will meet the needs of existing and future workers and residents. • Additional development principle needed to ensure essential services /infrastructure retained or provided such as Household Recycling Centre. • Include ‘health’ to address deprivation in/around Chesterton.
Councils’ response	Views are sought on a revised approach to the area in the Issues and Options 2019 consultation.

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

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

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

Question 10 –	Key Issues from CNFE Issues and Options consultation 2014
Option 1 - Vision	• Not a strategic vision • Greater ambition is required to deliver a transformational gateway regeneration scheme. • Inefficient use of the site • Does not offer sufficient ambitious vision for this vitally important site • Option would be appropriate as it leaves provisions for sensible future development of the water recycling site • Anglian Water's preferred option. • The most realistic outcome given land ownership, land use and infrastructure delivery constraints associated with Area Action Plan site. • Will not deliver successful regeneration of the wider area, maximise sustainable urban living opportunities or suitable density of development required to exploit the significant investment in the transport. • Would limit the development potential, the infrastructure and connectivity improvements and the role of the new station
Option 1 - General land uses	• Support mixed use approach with emphasis on the area's primary role to avoid dilution of this core/distinctive and valuable focus of the area

	• Key and the plan need amending to ensure that plot densification also applies to the St John's Innovation Park. • Fails to propose any new residential development or a local service hub • No opportunity for urban living. • Will not provide a mix of land uses at densities that make best use of the site. • Inconsistent with the development objectives to create a sustainable community • Fails to acknowledge the potential for "plot densification" on the Innovation Park. • Juxtaposition of areas which host very differing use classes will be difficult to control in terms of noise, odour and vibration • The B1 provision should not feature B1(b) uses. • Leaves significant area of underused land with non-conforming use • Does not maximise the opportunity for a vibrant new employment-led development and maintains the status quo to a very substantial degree save for localised redevelopment of specific plots. • Support identification of Cambridge Business Park as offices/R&D with potential for intensification
Option 1 – Specific use issues	• Remove Wastewater Treatment Centre or significantly modernised to stop any odour-nuisance to neighbours. • The odour footprint should be updated • HWRC would be a compatible use with the WRC. • Household Waste Recycling Centre and inert recycling facility on the Anglian Water site not compatible to the nature and character of the uses on the Innovation Park. • Definitive line between odour zones seems somewhat arbitrary to defining uses within the CNFE
Option 1 - Transport	• The aggregates area in this option effectively blocks any possible level crossing to Fen Road. • Support promotion of sustainable transport and movement by improving permeability and access to key routes • Lack of information about traffic and junction layout does not allow an assessment to be made about the impact on existing businesses.

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

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

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

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

Question 11	Key Issues from CNFE Issues and Options consultation 2014
Option 2 - Vision	• Not a strategic vision • Does not offer sufficient ambitious vision for this vitally important site • This quantum of development would be more likely to allow for the development principles outlined in the Issues and Options paper to be implemented. • Need to demonstrate that this option will not cause negative impacts on existing residents, workers and investors. • Will not deliver successful regeneration of the wider area, maximise sustainable urban living opportunities or suitable density of development required to exploit the significant investment in the transport. • Appears to strike a good balance between delivery and ambition however it is not without its own constraints • Proposes a more balanced mix of land uses and maintains the potential for early delivery, however there remains scope to further improve upon the efficiency of the use of the land
Option 2 – General land uses	• 'Sacrifices' commercial land for more residential land when the emerging Local Plan is not dependent on such development coming forward. • Will potentially result in the loss of the bus depot • Support mixed use approach with emphasis on the area's primary role to avoid dilution of this core/distinctive and valuable focus of the area • Support identification of Cambridge Business Park as offices/R&D with potential for intensification • St John's Innovation Park should be considered as having the same potential for the intensification of employment provision. • Re-configured aggregates railhead and sidings supported to replace the existing aggregates railhead lost by the development of the new station. • The replacement of this railhead is paramount to the continued supply of aggregates for development of both the local and wider Cambridgeshire area. • Leaves significant area of underused land with non-conforming use (WWTW) which constrains development • Approve of the housing development, must insist on 40% affordable • Not clear that area would be attractive place to live and therefore not convinced that this option is appropriate at this time.

	• Residential development, particularly near the station is supported as is the proposed increase in Offices/R & D with associated job creation and the development of a local centre.
Option 2 – Specific use issues	• Remove Waste Water Treatment Centre or significantly modernised to stop any odour-nuisance to neighbours. • The odour footprint should be updated • Definitive line between odour zones seems somewhat arbitrary to defining uses within the CNFE • HWRC would be a compatible use with the WRC. Exact location of it would need to be the subject of further investigation. • Replacement bus depot location needed before existing site can be released • Residential development within the 1.5 odour contour should be removed • Household Waste Recycling Centre and inert recycling facility on the Anglian Water site not compatible to the nature and character of the uses on the Innovation Park. • Does not take into account the loss of the golf driving range.
Option 2 - Transport	• The aggregates area in this option effectively blocks any possible level crossing to Fen Road. • More detailed transport assessment work required • The provision of a new Heavy Goods Vehicle access is supported to provide a more efficient, direct and safe access to the railhead and other industrial areas. • Shows heavy goods vehicle access through Stagecoach site. No details on how, where and financing of a relocated bus depot • Fails to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station. • Cowley Road should be pedestrianised • New pedestrian access points to the Business Park • Nuffield Road access should be via Milton Road • Station car park and taxi rank should be sited a minimum of 100 metres away. • Support promotion of sustainable transport and movement by improving permeability and access to key routes • Lack of information about traffic and junction layout does not allow an assessment to be made about the impact on existing businesses • There is significant doubt on whether necessary infrastructure upgrades such as the Milton Road interchange will all be in place on time to meet with the residential, office and R&D sector demands.

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

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

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

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

Question 12	**Key Issues from CNFE Issues and Options consultation 2014**
Option 3 - Vision	• More considered option than 1 and 2 • Need to demonstrate that this option will not cause negative impacts on existing residents, workers and investors. • Urge the local authorities and Anglian Water to work together to find solutions that would allow it to be achieved. • Option too ambitious and will never happen. • A better option than 1 or 2 but density approach is flawed • Waste water consolidation does not provide for enhanced balance of uses and delivery of place that supports sustainable urban living with well balanced mix of uses. • Current zonal planning of the residential areas as shown on the plan needs additional design

	• The area will benefit more from strategic long term transformation
Option 3 – General land uses	• Support mixed use approach with emphasis on the area's primary role to avoid dilution of this core/distinctive and valuable focus of the area • Replacement of railhead paramount to continued supply of aggregates for development of both local and wider Cambridgeshire area. • Approve of the housing development, must insist on 40% affordable • Option 3 is a stepping-stone to this option and could be an interim solution. Further housing could be added later. • Support identification of Cambridge Business Park as offices/R&D with potential for intensification • The imbalance between residential and employment uses coupled with the focus on industrial and storage development will not lead to the successful regeneration of the wider area. • Further B1 and research and development uses would complement the area around the St John's Innovation Park and at Cambridge Business Park
Option 3 – Specific use issues	• Remove Waste Water Treatment Centre or significantly modernised to stop any odour-nuisance to neighbours. • Not advisable to relocate the Water Recycling Centre and no alternative site suggested. • The reconfiguration of the Waste Water Recycling Centre site is not realistic within the plan period. The option is unproven • Object to indicative location of Household Recycling Centre. Should be located further to the east within B2/B8 uses not adjacent to Offices/R&D • Partially support reducing the area covered by WWTW, but object to proposed B2/B8 uses adjacent to Vitrum Building / St Johns Innovation site. • Inappropriate to have HWRC use in close proximity to B1 offices and research and development uses as a result of noise, dust and other environmental impacts. • Improvements to the Water Recycling Centre are welcome so long as this does not delay improvements to the area nearer the station. • No evidence that the Water Recycling Centre could be suitably contained to make the site an attractive area to live. • New residential space around the station and on Nuffield Road would create a better balance of activities and increase the sustainability credentials in this part of the City

	• Re-configured replacement bus depot location needed before existing site can be released. No details on how, where and financing. • Aggregates railhead and sidings is supported to replace the existing aggregates railhead lost by the development of the new station. • The odour footprint should be updated • Loss of the golf driving range not taken into account • Important that plan objective to maximise employment opportunities is afforded across the existing employment areas
Option 3 - Transport	• The aggregates area in this option effectively blocks any possible level crossing to Fen Road. • Keen to see industrial traffic moved away from Cowley Road • New heavy goods vehicle access is supported but may not be deliverable as it primarily serves landowners other than the City Council mainly on whose land it is sited • Northern access road must be completed in order to facilitate further growth. • Shows heavy goods vehicle access through Stagecoach site. No details on how, where and financing of a relocated bus depot • Improved Cambridge Business Park links are good. Consideration should be given to improving these further and opening the site up more to the north and east so better integrated with the wider CNFE. • The promotion of sustainable transport and movement by improving permeability and access to key routes • Lack of information about traffic and junction layout does not allow an assessment to be made about the impact on existing businesses. • Station car park and taxi rank should be sited a minimum of 100 metres away. • Transport investment not exploited. • Fails to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station.
Option 3 - Environment	• Support improved landscaping and 'green boulevard' along Cowley Road

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

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

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

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

Question 13	Key Issues from CNFE Issues and Options consultation 2014
Option 4 - Vision	• Need to think strategically and holistically • Need to demonstrate that this option will not cause negative impacts on existing residents, workers and investors. • Removal of WWTW means area can be looked at/redeveloped properly without restriction • Comprehensive planning difficult due to the differences in site phasing resulting in piecemeal development contrary to the proposed CNFE vision. • Overarching objective to create a transformative gateway with a strong employment focus should remain consistent • Option will be heavily constrained by efforts to relocate the Water Recycling Centre. • The current zonal planning of the residential areas as shown on the plan need a more detailed urban design framework. • Delivery of this quantum of development could allow for the development principles outlined in the Issues and Options paper to be implemented. • CNFE is rightly identified largely for employment uses, with the more residential themes being located in and around any new railway station. • Would support the proposal for a mixed use site, with more housing meeting the City's objectives - subject to the issues about connectivity being addressed. There could be more residential included in this option. • Unlikely to occur, so focus effort on achievable solution
Option 4 – General land use	• Support mixed use approach with emphasis on the area's primary role to avoid dilution of this core/distinctive and valuable focus of the area • Option should maximise housing provision and open spaces • Density needs to be maximised in order to make the development as efficient as possible. • Support identification of Cambridge Business Park as offices/R&D with potential for intensification • Support removal of WRC and proposed B1/R&D uses opposite St Johns Innovation Centre.

	• Proposed mix of land uses is unbalanced and Option 4 will not facilitate early delivery. • The development outcome would be for 630 dwellings in an area which would provide for 27,600 jobs. This is not considered to be a sustainable balance of homes to jobs. • Exacerbated imbalance between residential and employment uses and coupled with the focus on industrial and storage development will not lead to the successful regeneration of the wider area. • The new condition created and inappropriate emphasis of B2/B8 uses within City boundary does not maximise opportunity created by the complete re-location of the WWTW. • Concerned process of relocating Water Recycling Centre will delay the regeneration of the area nearer the station.
Option 4 – Specific use issues	• Support the associated need to relocate the water recycling centre and in principle any general improvement to the treatment works • Strongly object to moving the sewage works - huge investment has already been made into the existing site and would be likely to use greenfield site elsewhere • Alternative site for WRC has not been identified. • No operational or regulatory reasons to justify relocation of WRC. Anglian Water is unable to include such relocation in its business plan. • Evidence has not been provided to illustrate that moving the Water Recycling Centre is financially viable. • Object to indicative location of Household Recycling Centre. Should be located further to the east within B2/B8 uses not adjacent to Offices/R&D. Use is not compatible with adjacent B1 offices and research and development uses. • Re-configured replacement bus depot location needed before existing site can be released. No details on how, where and financing. • Residential accommodation on this site beyond that in options 1 to 3 would be inappropriate in view of odour problems and undesirability of making population of Cambridge even bigger than it already is.
Option 4 - Transport	• New heavy goods vehicle access is supported but may not be deliverable as it primarily serves land owners other than the City Council mainly on whose land it is sited • Improved Cambridge Business Park links are good. Consideration should be given to improving these further and opening the site up more to the north and east so better integrated with the wider CNFE.

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

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

Questions 10 to 13 – Options 1 - 4	**Key Issues from CNFE Issues and Options consultation 2014**
Additional comments on Options 1 - 4	• Question the apparent mutual exclusivity between residential and employment uses within the redevelopment options. Plan for a balance between these two uses to reduce the need for travel and the tidal nature of the trips to and from the development.

	• Car park development should not be 600 capacity (as it is proposed), but 6,000 car park. Otherwise residents of the surrounding area will be affected. • Much more residential required; over supply of offices once CB1 is finished • New orbital bus route for Cambridge • All reliant on link roads to Fen Ditton and Wadloes Road. • Undertaking low and medium development can be done immediately without the need to wait for AW to relocate (something which is not viable). There is an immediate demand for BI(c), B2, B8 space within the city and without this site being developed immediately these occupies will be forced to leave the city. Moving occupiers from Clifton Road, The Paddocks etc will also free up Brownfields sites for residential within the city. Cowley Road is the only site for them within Cambridge. • Priority should be given to improving the smelliest parts of the Wastewater Treatment Plant's operation, which now seems to be the open storm tanks that smelly water goes into when it rains hard after a long dry spell. This type of weather will become more common, and there seems to be no justification for having the waste tanks open to the air. They should be covered and the air extracted should be scrubbed so that the smell is removed. • More affordable residential housing with green spaces, shops, banks, post office etc • More car parking space on the the site if this project is going to reduce traffic on the M11 going south, the A14 going east and west and the A10 going north. The whole idea is to get people on to the main railway for the long journey. • Option 2a, an enhanced medium level of redevelopment would facilitate a significantly greater number of dwellings near the station, increased Offices/RD provision with associated increase in job creation and an increased amount of new informal open space. It would facilitate more efficient use of the land, with a balanced mix of land uses at densities which make the best use of the highly sustainable location. A hotel is proposed adjacent to the station and overall early delivery remains achievable. • Residential development needs careful consideration given the Water Recycling Centre (Options 1-3), strategic aggregates railheads (Options 1-4) and waste uses (Options 1-4). These facilities and proposed waste management uses, have consultation / safeguarding areas designated by adopted Cambridgeshire and Peterborough Minerals and Waste Plan. These Areas seek to prevent essential existing / planned facilities being prejudiced. If

	residential development is proposed it should be located away from these uses and demonstrate that existing and allocated waste management / aggregate facilities will not be prejudiced.
Councils' response to comments on Options 1 - 4	While the results from the consultation indicated a strong preference for variations of Options 2 and 4, Cambridge City Council members considered the cost and challenge of relocating the WRC under Option 4 was unfeasible, rendering the option a non-starter. Work on the Area Action Plan was paused at this point to consider the way forward, and whilst the Councils Local Plans were progressed. Taking account of changes in circumstances since the previous consultation, the Issues and Options 2019 seeks views on revised options for development of the area.

Chapter 8 – Question 14 (Redevelopment Options)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q14 Redevelopment options (Support)	• Cambridge Cycling Campaign questions the apparent mutual exclusivity between residential and employment uses within the redevelopment options. Advisable to plan for a balance between these two uses as this balance will reduce the need for travel at the development. Reducing the trips needed reduces private car use and provides increased opportunities for walking and cycling. A balance in the development's uses will also reduce the tidal nature of the trips that are generated, lessening the impact on the transport network. • The car park development should not be 600 capacity (as it is proposed), but 6,000 capacity. Otherwise residents of the surrounding area will be affected.
Q14 Redevelopment	• Slightly concerned about "intensive" use of land (options 3 and 4)

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

	and the air extracted should be scrubbed so that the smell is removed. • More affordable residential housing with green spaces, shops, banks, post office etc • More car parking space on the site if this project is going to reduce traffic on the M11 going south, the A14 going east and west and the A10 going north. The whole idea is to get people on to the main railway for the long journey. • Option 2a, an enhanced medium level of redevelopment would facilitate a significantly greater number of dwellings near the station, increased Offices/RD provision with associated increase in job creation and an increased amount of new informal open space. It would facilitate more efficient use of the land, with a balanced mix of land uses at densities which make the best use of the highly sustainable location. A hotel is proposed adjacent to the station and overall early delivery remains achievable. • Need more car parking space on the site to reduce traffic on the M11 and A14, with people using the main railway for the long journey. • Residential development needs careful consideration given the Water Recycling Centre (Options 1-3), strategic aggregates railheads (Options 1-4) and waste uses (Options 1-4). These facilities and proposed waste management uses, have consultation / safeguarding areas designated by adopted Cambridgeshire and Peterborough Minerals and Waste Plan. These Areas seek to prevent essential existing / planned facilities being prejudiced. If residential development is proposed it should be located away from these uses and demonstrate that existing and allocated waste management / aggregate facilities will not be prejudiced.
Councils' response	While the results from the consultation indicated a strong preference for variations of Options 2 and 4, Cambridge City Council members considered the cost and challenge of relocating the WRC under Option 4 was unfeasible, rendering the option a non-starter. Work on the Area Action Plan was paused at this point to consider the way forward, and whilst the Councils Local Plans were progressed. Taking account of changes in circumstances since the previous consultation, the Issues and Options 2019 seeks views on revised options for development of the area.

Chapter 9 – Question 15 (Policy Options)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q15 Place and Building Design (Support)	• Broad support for proposed place and building design approach in principle • Support for a high-density approach, in particular around transport interchanges
Q15 Place and Building Design (Object)	• Not appropriate to set design standards before setting quantum and types of development. • No clear explanation of what the proposed approach means.
Q15 Place and Building Design (Comment)	• Design objectives should be similar to those at North West Cambridge site • Bespoke design approach is needed to respond to respond to site significance and context • Consideration needed for the use and site context when setting out the requirements for place and building design especially for waste uses, e.g. adjacent to the A14 with existing screening and surrounding uses. • Concerned that agreeing a detailed design strategy is not deliverable due to the number of different landowners. Set a detailed design strategy for CB4 site which can then inform future CNFE area phases. • High density development requires accompanying sufficient open space, with careful design to break-up massing of tall buildings close to the road.
Councils' response	Revised options regarding design are proposed in the Issues and Options 2019 consultation.

Chapter 9 – Question 16 (Policy Options)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q16 Densities (Support)	• Support from most respondents for the proposed approach • Exploit footprint capabilities through height • Support higher density approach, providing more housing and employment. • Support a design-led approach reflecting the different land uses and viabilities within the CNFE, matching recent approach at Cambridge Science Park. • Support for a bespoke approach reflecting site context.
Q16 Densities (Object)	• Proposed approach is too vague. • Not appropriate to set design standards before setting quantum and types of development. • Object to assertion that greatest density should be focused on new railway station interchange, as it is peripheral to the site and is on the edge of Cambridge, unlike the CB1 area developments around Cambridge rail station. • Highest density should be at centre of CNFE area where buildings would be juxtaposed with pre-existing large-scale commercial buildings.
Q16 Densities (Comment)	• Developments around Cambridge Station are too high to be used at CNFE. • Density should reflect general low density across Cambridge • Object to tall buildings, including proposal for a multi-storey car park • Alternative proposals including specific densities were provided. • Support from an economic development perspective • Considerations to be weighed against benefits of higher densities: • Access and impact on existing uses and the existing townscape • Effect on traffic. • Reflect edge of city location • Allow for open space, cycle and pedestrian routes.

Councils' response	Revised options regarding design are proposed in the Issues and Options 2019 consultation.

Chapter 9 – Question 17 (Policy Options)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q17 Tall buildings and skyline (Support)	• Support for the proposed approach to tall buildings and protection of the skyline. • Support for further tall buildings policies specific to the Area Action Plan, including wording to require that existing form is taken into consideration. • Support for the principles described in Cambridge Local Plan 2014 Proposed Submission which recognise that outside the centre, buildings in Cambridge are mainly 2-3 residential storeys high.
Q17 Tall buildings and skyline (Object)	• Support for using the Local Plan policy as a baseline for the development of more specific Area Action Plan specific policies. • Not appropriate to set design standards before understanding the types and quantum of development. • Consideration of tall building heights should be part of a site-specific master-planning exercise, taking into account relevant considerations. • Objection to any buildings over 4 storeys (16m) high. • Be innovative; don't be constrained by policy.
Q17 Tall buildings and skyline (Comment)	• Support for taller buildings which make more efficient use of land and add a dramatic aspect to development. • Agree in principle for skyline to be dealt with in line with eventual Local Plan policy, but currently seeking amendments to policy in submission Local Plan so premature to agree at this stage with this question. • The context provided by neighbouring buildings should be the key criteria for assessing the acceptability of building heights in the area.

	• Any proposals will need to take into account the requirements placed upon development by the Safeguarding Zone for Cambridge Airport (referral for 15m and above in this area). In addition to this consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional / unnecessary screening and landscaping. • Support from an economic development perspective. • The acceptability of building heights in the St John's Innovation Park area, were the principle of plot densification to be accepted, should be assessed within the context of surrounding uses and buildings. • Support for higher density in this area. • Support for the addition of buildings over six storeys. • Objection to any buildings higher than six storeys. • Propose buildings of up to 25 storeys if the maximum level of redevelopment were to be selected. • No clear explanation of what the proposed approach means.
Councils' response	Revised options regarding design are proposed in the Issues and Options 2019 consultation.

Chapter 9 – Question 18a (Building Heights)

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q18a Building Heights – Option a (Support)	Support for this approach for the following reasons: • In order not to damage the general feel of the area and prevent a "large city" feel. • New buildings of a similar height to those on the existing Cambridge Business Park would not be likely to adversely impact on the setting of nearby heritage assets. • Tall developments like those at CB1 dwarf existing development and would not be appropriate at the edge of

	the city. Smaller, “human-sized” buildings would be more appropriate. • Support for this approach, provided that tall building policy wording states that existing building form should be taken into consideration.
Q18a Building Heights – Option a (Object)	Limitation of development to four floors is not desirable because: • 4 storeys is a waste of land. • It would prevent a density of development in keeping with the sustainable location. • It would prevent the creation of landmark buildings on this site. • This option does not maximise the redevelopment opportunity. • Taller buildings would make more efficient use of the land, and would add a dramatic feature to the landscape. • With fens to the north, taller buildings would not affect the view of Cambridge. • This level of development will not maximise the use of the land, or allow for the creation of a sustainable and successful urban community. • There are no views to protect, therefore building heights should be unrestricted, with developers allowed to build as tall as possible, subject to design considerations. • Support for the principles described in Cambridge Local Plan 2014 Proposed Submission which recognise that outside the centre, buildings in Cambridge are mainly 2-3 residential storeys high.
Q18a Building Heights – Option a (Comment)	• Building heights up to 16m may be acceptable and compatible with the safe operation of the airport. • Matching the site with its surroundings is key to protecting the landscape and the feel of the area. • Buildings of 4 storeys may not be economic for developers. • Any proposals will need to take into account the requirements placed upon development by the Safeguarding Zone for Cambridge Airport (referral for 15m and above in this area). In addition to this consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional/unnecessary screening and landscaping.

	• Support an approach which continues the scale and form of development of the Cambridge Business Park perhaps allowing the opportunity to create a single taller landmark building around the new station.

Chapter 9 – Question 18b (Building Heights)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q18b Building Heights – Option b (Support)	• Limiting building heights to 4 storeys is a waste of land. • There are no views to protect, therefore building heights should be allowed to be unrestricted, with developers allowed to build as tall as possible, subject to design considerations. • This option would be less intrusive than option c. • This option provides a balance between impacts on community and traffic, and developer profit. • Support for this approach, which permits higher densities of development appropriate for this sustainable location. • This option permits the articulation of nodal points, vistas and landmark buildings to aid legibility and orientation. • Development of up to six storeys would enable employment objectives of maximising opportunities. • This option would create more flexibility in the delivery of the site. • Building heights should respond to site context - there is a need to exploit the limited resources of remaining land available in Cambridge to meet the needs of an expanding population. • Option B or C would be acceptable and would optimise density across the site.
Q18b Building Heights – Option b (Object)	• Allowing six storey buildings would damage the feel of the area. • Since the new station is in the south east corner of the site, tall buildings in this area would adversely impact on the character and appearance of the Cambridge Central

	Conservation Area and Fen Ditton Conservation Area, and the settings of listed buildings in both conservation areas. • Option B (heights up to 24m) has potential to cause conflicts with safe airport and aircraft operations. • This option does not maximise the redevelopment opportunity. • One or two well designed tall buildings may be acceptable. A large number of poorly designed tall buildings would adversely affect the character of the city. • Taller buildings would make more efficient use of the land and would add a dramatic feature to the landscape. • With Fens to the north, taller buildings would not affect the view of Cambridge. • This level of development will not maximise the use of the land or allow for the creation of a sustainable and successful urban community. • This option would destroy the feeling in this part of the city.
Q18b Building Heights – Option b (Object)	• It would have been helpful to see an evidence base showing the effect that various heights of buildings would have on heritage assets near to the site. • Request that the Councils engage early with Cambridge Airport to ensure that any building heights are compatible with airport operations. • It is not appropriate to try and set design standards, including building heights and densities, before understanding the types and quantum of development that would be required to make the site deliverable/viable. • Consideration of tall building heights should be part of a site-specific master-planning exercise, taking into account relevant considerations. • Any proposals will need to take into account the restrictions placed upon development by the Safeguarding Zone for Cambridge Airport, which includes height of buildings. In addition to this, consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional/unnecessary screening and landscaping.

Chapter 9 – Question 18c (Building Heights)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q18c building Heights – Option c (Support)	• Support for this approach- build as high as possible in this well-connected area. • Support for innovative approaches. • Support for this option, given the sustainable location, relative distance from the historic core of the city, and proximity to the A14. • This option provides the potential to maximise the opportunities making best use of the site's location. • Support – it's important to maximise the commercial value of this development; there is no immediate historic skyline which needs protecting. • Taller buildings would make more efficient use of the land and would add a dramatic feature to the landscape. • With Fens to the north, taller buildings would not affect the view of Cambridge. • Allowing taller high-quality development here will enable the creation of a modern vibrant city quarter and will contribute to the financial viability of development options 3 and 4. Higher viability is essential to achieving high quality master-planning and community benefits gained through development levies. • Taller development here will enhance the environmental quality of the area, including existing surrounding neighbourhoods. • Option B or C would be acceptable and would optimise density across the site.

Q18c building Heights – Option c (Object)	• Removing restrictions on building heights could potentially result in a loss of the character of the area. • Without a robust evidence base demonstrating the impact of buildings of varying heights, we cannot support Option c. • This would presumably result in very tall buildings being built, which is not supported. • Removing restrictions on building heights could potentially result in a loss of the character of the area. • Taller buildings around the station will reduce sunlight for buildings to the south and west. • Option B (heights up to 24m) has potential to cause conflicts with safe airport and aircraft operations. • Not appropriate to set design standards before setting quantum and types of development. • Draft Local Plan 2014 policies should form the baseline for development of Area Action Plan specific policies. • Consideration of tall building heights should be part of a site-specific master-planning exercise, taking into account relevant considerations. • Object – Cambridgeshire is not an industrial area, and Cambridge itself is not urbanised enough to justify tall buildings. Allowing tall buildings here would adversely impact on the local character and landscape.
Q18c building Heights – Option c (Comment)	• Request that the Councils engage early with Cambridge Airport to ensure that any building heights are compatible with airport operations. • Any proposals will need to take into account the requirements placed upon development by the Safeguarding Zone for Cambridge Airport (referral for 15m and above in this area). In addition to this, consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional/unnecessary screening and landscaping

Chapter 9 – Question 18d (Building Heights)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q18d Building Heights – Option d (Object)	• These comments are provided on behalf of Marshall Group, which includes Cambridge International Airport. Expect building heights in Option A (heights up to 16m) may be acceptable, but Options B (heights up to 24m) and C (including "significantly taller forms of development") in particular have potential to cause conflicts with safe airport and aircraft operations.
Q18d Building Heights – Option d (Comment)	Support for this approach- build as high as possible in this well-connected area. Any building proposals above 15m high require consultation with Cambridge Airport. Building heights up to 16m may be acceptable and compatible with the safe operation of the airport. Request that the Councils engage early with Cambridge Airport to ensure that any building heights are compatible with airport operations. The physical context of the site provides opportunities to explore heights and densities inappropriate in other parts of Cambridge. The Area Action Plan requires a masterplan that should inform building heights. Any proposals will need to take into account the requirements placed upon development by the Safeguarding Zone for Cambridge Airport (referral for 15m and above in this area}. In addition to this consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional / unnecessary screening and landscaping.

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

Chapter 9 – Question 19 (Balanced and integrated communities)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014

Q19 Balanced and integrated communities (Support)	• General support for the proposals.
	• Include as many entrances as possible, including two new entrances to the Business Park, a pedestrianized boulevard on Cowley Road and links to a new area south of the railway line. Fen Road should have improved access as part of Fen Meadows scheme.
	• Let's not create an island.
	• This is especially important with regard to transport links; surrounding areas should not be negatively affected by increases in vehicular traffic.
	• Linking between new and existing infrastructure must be well thought out, with a focus on encouraging sustainable modes of transport, and should be in place by the time work begins on site.
	• The site has the potential to become a distinct quarter in its own right but needs integrating with the wider urban fabric.
	• Benefits from the development of this site, such as access to public transport, new amenity space, retail and local services/facilities should be available for the wider community.
	• When looking to integrate the area with surrounding communities, the integration of existing uses should also be considered, which includes minerals and waste uses.
	• Add/amend text to bullets as below:
	  ○ Access to appropriate support to ensure the development of cohesive community
	  ○ Informal and formal social spaces that support the needs of workers and residents.
	• The proposals on integration with the wider community are supported in order to build a successful, healthy and vibrant community.
	• Proposals must take account of existing development and not dominate it, including being appropriate in scale.
	• This policy needs enhancing to more effectively integrate the area with surrounding communities, and to respond to existing needs, aiding integration.
	• Active and public travel must be prioritised to avoid increasing motor traffic on the road network.
	• Walking/cycling connections into the area must be of highest quality; shared use facilities are not supported. Protected, direct and efficient crossings for bike and foot must be provided at off-site junctions.
	• Integration with the surrounding area is important to delivering a successful new city quarter here.

Q19 Balanced and integrated communities (Object)	• The surrounding community, identified as one of the most disadvantaged in the city, would best be integrated into the site by an increase in lower-skilled employment and apprenticeship opportunities.
Q19 Balanced and integrated communities (Comment)	• There is a need to balance the desire to integrate new development with the wider city, with the need to minimise negative impacts on existing residents/occupiers. • A number of sites within the Area Action Plan area contain commercial premises which cannot be accessible to the public. • One of the key objectives of the proposals should be to break down the bounded nature of the site. It would have been useful to illustrate in detail, and give more importance to, any options that have been explored for the following, in terms of vehicular, pedestrian and cycle routes: improvements to the section of Milton Road adjacent to the site; improvements to, or new, connections into Milton from the site; potential connections over the river, railway, and/or guided busway and cycle path to the south. If including these has been explored and dismissed, knowing the reasons would be useful. • It should be made clear that the "wider communities" are not limited to those adjacent to the site. It should be an objective to make the site accessible to those arriving from some distance, whether by road, rail or public transport. • References should be included regarding connecting CNFE with planned new communities, most significantly Waterbeach new town.
Councils' response	Revised options regarding design are proposed in the Issues and Options 2019 consultation, including how the area can be integrated with surrounding communities.

Chapter 9 – Question 20 (New Employment Uses)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q20 New employment uses (Support)	• Support for this approach. • Support employment development, building on Cambridge's existing strengths. • This approach fulfils the need to integrate with the wider area. • There should not be heavy industry in this area. • Provides a range of options supporting the Cambridge economy. • Support for specific policies relating to employment uses. • The area is suitable for supporting the identified sectors, especially technology and R&D, given the juxtaposition with the Science Park and evidence of existing demand. • Support the intention to provide a range of unit types and sizes, hybrid buildings and laboratory space. • The potential of the CNFE to support the cluster of high technology and R&D development is noted. However, it is also one of the very few locations in the Cambridge area which accommodates B2, B8 and sui generis uses which support and provide essential infrastructure for the Cambridge area. This role is reflected in the options and should not be diminished.
Q20 New employment uses (Object)	• In opposition to paragraph 9.15, which states that some of the office development could take place after 2031, we contend that at current take up rates, Cambridge will run out of R&D land in the next five years. The plan needs to demonstrate that it can bring forward land rapidly to meet requirements for a full range of R&D uses in the short and longer term. • The R&D sector is diverse and location sensitive. Is it clearly understood if the identified high value employment uses will want to locate to a mixed-use site close to waste and industrial uses, close to some other uses in the sector but geographically divorced from others? • The employment uses listed include office and R&D, but it is unclear whether market research has been completed to support the sectors listed. • Support for a mixed development with employment and substantial residential provision. • Too much emphasis on employment uses, and in particular B2 and B8 uses in development Options 3 and 4.
Q20 New employment	• If the sewage works remain in place, then employment should be office led. If the sewage works move there may be opportunity to include manufacturing employment.

uses (Comment)	• CNFE is in an accessible location for employment uses, which should be encouraged, although not at the expense of residential development. • A combination of commercial (offices and R&D uses) and residential should be provided in the CNFE area, with the mix being informed by market conditions and successful place-making. • Encouraging a variety of employment space, together with the need for new office and commercial laboratory floorspace are component parts of delivering new employment on new areas of land, as well as consolidating existing employment areas at Cambridge Business Park and St John's Innovation Park. • Employment uses should also include pure offices as well as hybrid buildings and buildings aimed at particular sectors or technologies. • Flexibility in responding to the market and economy will be a key consideration. • There needs to be greater reference to middle level jobs not just a focus on high skill jobs as it currently reads. This proposed policy seems to focus on high skills jobs, which as of 2013, made up 70% of the jobs in Cambridge - more focus should be made to the middle level jobs which are desperately needed in Cambridge so people can get out of low skill low paid employment. As it stands this policy does not support the development principle as detailed in chapter 7: "Deliver additional flexible employment space to cater for a range of business types and sizes and supporting a wide range of jobs for local income, skills and age groups".
Councils' response	Revised options regarding employment uses are proposed in the Issues and Options 2019 consultation, taking account of the changing circumstances of the area.

Chapter 9 – Question 21 (Shared Social Space)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q21 Shared open space (Support)	• General support for the proposed approach. • Appropriate for the area, anything more would impact significantly on the neighbourhood. • Particular support for green spaces. • Support for a local centre to serve CNFE businesses and residents, which should be of a size to provide a range of services and facilities. This would increase the sustainability of CNFE, reducing the need to travel out of the area for such facilities, while fostering a new mixed-use neighbourhood. • Support, but the viability of such leisure/social facilities may depend on which option/mix of options is selected and the pace of re-development. • The concept of shared space is to be encouraged. The new community including businesses should be consulted on what type of shared space they would like. • Will provide valuable on-site facilities. • Support to enable collaboration between tenants and providing a complementary eating/drinking hub for workers, which is not currently available. • Given the potential extent of the Area Action Plan area, the focus should be on a well-located local centre, but more localised provision may be needed too.
Q21 Shared open space (Object)	• This should be a destination for the city and wider region, rather than just for workers on site. The area could include facilities such as an ice rink, concert venue and cinema. • Shared social spaces contribute to open innovation, which has been a key attraction of Cambridge to R&D intensive businesses over the past 10 years. It is highly questionable if an atmosphere of social interaction and open innovation could be fostered at a site which is heavily constrained through noise, odour, insects, vibration and HGV traffic.
Q21 Shared open space (Comment)	• Greater potential could be created by increasing residential provision here. The proposed approach focuses on 'the needs of workers in the area', and does not recognise that shops and facilities could play an important role in serving a new residential community.
Councils' response	Revised options are proposed in the Issues and Options 2019 consultation, including seeking views on the types of facility that are needed to accompany employment uses.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q22a Change of use - Option a (Support)	• Support for the proposed Option A. • It would be counter-productive to introduce restraints which would result in a loss of flexibility at this stage. Commercial buildings will be constructed for commercial use with an inherently long lifespan for such a use. Alternative uses will not therefore be forthcoming and additional policy restraint is not necessary. • The market will determine what is appropriate over time. • It seems unlikely that there will be any great pressure to achieve non-commercial uses at CNFE. • There is currently a great deal of demand for employment uses and related business uses, and further control is not necessary at this stage.
Q22a Change of use - Option a (Object)	• When an area has been planned at Area Action Plan level with facilities to support certain planned uses, increasing residential uses at a later stage when there is no space for required facilities, such as extra green space or school places, results in substandard development. • The Area Action Plan is intended to become an employment hub. This option would allow piecemeal housing, leading to isolated areas of housing not compatible with employment uses. • The presence of significant constraints to residential development (primarily existing odour levels) and the objective of maximising employment development, means that it would be highly desirable for increased protective measures to prevent permitted change of use from office to residential or other uses.
Q22a Change of use - Option a (Comment)	• Change of use from employment to residential use in a mixed-use area could potentially give rise to issues if the property to be changed is in an area where amenity issues may subsequently arise. Removal of prior notification rights is therefore supported.

	• The employment land should be protected for employment uses. There can be conflicts with some business uses and residential and therefore the master plan will have considered this, allowing change of use may have the effect of pepper potting residential dwellings within established employment areas potentially leading to social isolation.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q22b Change of use – Option b (Support)	• Employment must be coordinated with residential development. • We need a mix of residential and employment opportunities. • When an area has been planned at Area Action Plan level with facilities to support certain planned uses, increasing residential uses at a later stage when there is no space for required facilities, such as extra green space or school places, results in substandard development. • Change of use from employment to residential use in a mixed-use area could potentially give rise to issues if the property to be changed is in an area where amenity issues may subsequently arise. Removal of prior notification rights is therefore supported. • Support in order to protect new employment development from conversion to residential. • It is appropriate to prevent piecemeal housing in inappropriate locations. • The site should be business/commercial/hi-tech. • Flexibility to allow change of use to residential without planning permission was introduced to bring redundant commercial property back into beneficial use. Given the demand in Cambridge and that demand will be met by property designed to meet current tenant expectations,

	this will not apply on CNFE and so there should be a policy to protect new employment development (at least for a reasonable time period). • The presence of significant constraints to residential development (primarily existing odour levels) and the objective of maximising employment development, means that it would be highly desirable for increased protective measures to prevent permitted change of use from office to residential or other uses.
Q22b Change of use – Option b (Object)	• Objections to option B. • If there is greater need for residential space than for office/laboratory space, that is what should happen, particularly because more employment space will only create the need for more residential space. • It would be counter-productive to introduce restraints which would result in a loss of flexibility at this stage. Commercial buildings will be constructed for commercial use with an inherently long lifespan for such a use. Alternative uses will not therefore be forthcoming and additional policy restraint is not necessary. • It is not strictly necessary to serve an Article 4 direction.

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

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q22c Change of use – Option c (Comment)	• New employment floor-space is unlikely to be affected by Permitted Development rights in any case.
Councils' response	For consideration when drafting the Area Action Plan.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q23a Cambridge Science Park – Option a (Support)	• Support Option A. Proposed Submission Local Plan Policy E/1 provides sufficient support for employment development in key sectors. Further policy guidance risks complicating proceedings for developers, potentially hindering the continued successful development of the Science Park. • Cambridge Science Park has adequate policy direction and protection through the Draft Local Plans. Including the Science Park within the Area Action Plan would risk delaying decision making over development there. • To include the Cambridge Science Park within the boundary of the Area Action Plan risks that the Area Action Plan area will be seen as a success delivering increased employment floor-space by virtue of the Science Park's altering state; development which would happen regardless of the Area Action Plan being in place or not. • There is no reason to add an unnecessary layer of policy for further development at the CSP; this would not be in conformity to the NPPF. • The plan should not interfere with something that is already very successful. • Demand and commercial opportunity will drive intensification proposals, and additional policy guidance for the Science Park is not necessary in the Area Action Plan.
Q23a Cambridge Science Park – Option a (Object)	• The Area Action Plan and Science Park areas should be considered together. • Applying policy guidance ensures a cohesive approach over both sites, which are linked in employment use. One site may provide expansion opportunity for businesses on other and should not have added restrictions/leniency.

Q23a Cambridge Science Park – Option a (Comment)	• The issues related to the Science Park are not unique and there is no requirement for additional policy guidance for Cambridge Science Park. • Site specific policies may be required to control the type and quality of development on opportunity sites within the Area Action Plan area.

Chapter 9 – Question 23b (Cambridge Science Park – Option b)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q23b Cambridge Science Park – Option b (Support)	• Integrate Cambridge Science Park with the wider economic area. • The Science Park is to be redeveloped and the whole area should be considered together. • Cambridge Science Park is part of CNFE and should be considered as part of a combined area. • The Science Park has significant potential for future enhancement and connections with the rest of the area and the wider surroundings. To exclude it risks stagnation and uncoordinated future development in the Science Park that could conflict with the CNFE area. • Support in order to protect the Cambridge Science Park from possible conversions and retain its essential character and attractiveness.
Q23b Cambridge Science Park – Option b (Object)	• Proposed Submission Local Plan Policy E/1 provides sufficient support for employment development in key sectors. Further policy guidance would risk complicating proceedings for developers, potentially hindering the continued successful development of the Science Park. • The intensification of uses within the science park is a current and ongoing dynamic; the need to provide guidance is now. To delay providing guidance by placing it within this Area Action Plan would be too late. The Council should seek to address these issues through the Draft Local Plan which could be complemented by

	Supplementary Planning Guidance, if it is considered necessary at all. • Cambridge Science Park (CSP) as an existing entity is very different to a regeneration development. It is not appropriate to apply bespoke CNFE policies as blanket policies to a wider area. • The plan should not interfere with something that is already very successful. • It is not necessary to include the Cambridge Science Park in the Area Action Plan. In light of this, there is no reason why there should be a policy approach for the Science Park. • Cambridge Science Park does not have the same regeneration needs as the CNFE area and is an employment area only, rather than a mixed-use neighbourhood as identified in the proposed CNFE vision. It is not appropriate to share policies between the CNFE area and the Science Park; South Cambridgeshire Local Plan Policy E/1 already provides clear guidance for the development of the Science Park.

Chapter 9 – Question 23c (Cambridge Science Park – Option c)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q23c Cambridge Science Park – Option c (Comment)	• The environment of the Science Park's early phases with its now-mature trees should be treated carefully, so as not to lose the 'Park' concept. • The inclusion of the Science Park could facilitate a more coordinated approach to the use of Section 106 and CIL funding across the area. • If the Science Park is included within the Area Action Plan then Option B would be preferred to allow for the intensification of technology and R&D uses. • Inclusion within the Area Action Plan area could also help facilitate improvements to the pedestrian environment and connections from existing employment sites to the new

	railway station. However, the Area Action Plan should be responsive to evidence on market demand and viability to provide flexibility to cope with future economic changes. • The Science Park should be independent.
Councils' response	Views are sought on a revised Area Action Plan boundary in the Issues and Options 2019 consultation which includes the Science Park.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q24a Change of use at Nuffield Road – Option a (Support)	• Support for this option. • Support for this option if there was access from Milton Road. • Industrial land uses are important to the City functionality, and there are no clear agreements to demonstrate that their relocation to within a short distance can be achieved. • The access issues are clearly of concern to local residents and any improvement in this would be welcomed. It is challenging however, given the varied ownership and legal interests on these industrial estates. It seems that either a wholesale change to residential is required or the status quo.
Q24a Change of use at Nuffield Road – Option a (Object)	• Given a choice between residential accommodation and more employment, the preference should be for residential accommodation, as more employment just boosts the need for more housing even further. • This site is suitable for residential, accessed from Green End Road.
Q24a Change of use at Nuffield Road –	• As explained in response to Q.11, Anglian Water would not support sensitive development within the 1.5 odour contour line. The introduction of residential uses within the 1.5 odour contour line has a high risk of loss of amenity which

Option a (Comment)	may also impact on Anglian Water's ability to operate. Other potentially sensitive development such as the local centre and office uses should also be considered against this risk.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q24b Change of use at Nuffield Road – Option b (Support)	• It would make for better zoning.
Q24b Change of use at Nuffield Road – Option b (Object)	• This site is suitable for residential, accessed from Green End Road. • Industrial land uses are important to the City functionality, and there are no clear agreements to demonstrate that their relocation to within a short distance can be achieved.
Q24b Change of use at Nuffield Road – Option b (Comment)	• As explained in response to Q.11, Anglian Water would not support sensitive development within the 1.5 odour contour line. The introduction of residential uses within the 1.5 odour contour line has a high risk of loss of amenity which may also impact on Anglian Water's ability to operate. Other potentially sensitive development such as the local centre and office uses should also be considered against this risk.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q24c Change of use at Nuffield Road – Option c (Support)	• Cambridge needs accommodation, especially for key workers, but with access to the accommodation directly from Milton Road. This will reduce traffic in Green End Road and Nuffield Road. • This is a good location for residential accommodation. • This site is suitable for residential, accessed from Green End Road. Residential development here would be good environmentally. • Support this option in order to provide a better environment for residents in the Nuffield road area.
Q24c Change of use at Nuffield Road – Option c (Object)	• Industrial land uses are important to the City functionality, and there are no clear agreements to demonstrate that their relocation to within a short distance can be achieved. • Option B would result in better zoning.
Q24c Change of use at Nuffield Road – Option c (Comment)	• As explained in response to Q.11, Anglian Water would not support sensitive development within the 1.5 odour contour line. The introduction of residential uses within the 1.5 odour contour line has a high risk of loss of amenity which may also impact on Anglian Water's ability to operate. Other potentially sensitive development such as the local centre and office uses should also be considered against this risk.

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

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

- Respondents – 9

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q24d Change of use at Nuffield Road – Option d (Comment)	• Need to consider the impact of additional traffic as part of this development. • Additional housing should be well back from the road and provided with adequate parking facilities and green spaces. • Potential for relocation of uses beyond the Area Action Plan boundary should also be considered as this creates a greater opportunity for the area. • A flexible mix may be most appropriate to allow the market to respond but avoid the redevelopment of the site for 100% residential given the opportunity of this site to attract employment generating uses in this location. • The site adjoins the proposed guided busway route and has good accessibility on foot to the new station, therefore it would be logical to locate more intensive employment uses on the site.
Councils' response to Questions 24a – 24d	Views are sought in the Issues and Options 2019 consultation on the approach to this area.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q25 Wider employment benefits (Support)	• It is common sense. • Could help be given to employers to aid the setting up of apprenticeships? • Support – and offer apprenticeships. • The policy aims are not consistent with the overall vision of the use classes which will dominate the Area Action Plan area; however, if the Area Action Plan area refocused its attention to creating a more intense and purposeful industrial hub then the outlined approach is agreeable. • Would expect this to potentially go beyond current provisions. • The proposed approach is supported. This should also reflect the significant training and apprenticeship opportunities that the employment use here could generate, both during construction and afterwards. Cambridge Regional College will be very accessible from this site by guided bus or cycling along the busway. • Support proposed approach; however, should include reference to apprenticeships to ensure opportunities for all avenues into work and skills development. • Support the aspiration to provide training and employment opportunities for local people if it can realistically be delivered. • The policies regarding local employment are supported, access to employment is a key wider determinant of health and local employment should be encouraged to cater for local residential development.
Q25 Wider employment benefits (Object)	• The Area Action Plan cannot be a panacea to resolve Cambridge and South Cambridgeshire employment problems. Whilst local training opportunities, especially apprenticeships, should be encouraged, it is not a role of the planning system to impose such obligations upon developers. • Local Plans should not interfere at this level. It is for the market supported by central Government policy to worry about these issues.
Q25 Wider employment benefits (Comment)	• The ability to provide training and employment opportunities for local people and local procurement may not always be possible or appropriate for all businesses, particularly those within the R&D sector operating within an international market context and reliant on attracting the best international talent. It is considered that bespoke solutions to maximise economic and employment benefits should be secured as part of individual applications rather than through a generic and inflexible policy approach. This

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

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q26a Hotel & Conferencing facilities – Option a (Object)	• Support for Option C. • Support for 1 or 2 hotels; consider a mixed-used area essential. • Let existing accommodation plans take account of the project. • The development of the new railway station and regeneration of the wider CNFE area will create a demand for a hotel in this location and this should be recognised in the CNFE Area Action Plan. The land adjacent to the new station provides a sustainable and easily accessible location for a hotel to serve business users associated with the large number of existing and proposed businesses in the CNFE area. The proposed vision for the CNFE states that the area will embrace modern commercial business needs and ensure that the new area is supported with the right social and community infrastructure. See attached Brookgate submission document, Appendix 2: CNFE Redevelopment Option 2a, including a proposed hotel. • An area of land close to the railway station should be provided with dual use allocation of either residential or hotel. If the market demands are great enough the hotel will be developed. The provision of a conference centre could be integrated into the hotel as an ancillary use. • As covered in response to Q.11 above, Anglian Water would not support sensitive development within the 1.5 odour contour line. Potentially sensitive development such as a hotel and conference centre and student

	accommodation within this contour line would be unacceptable due to the risk of odour adversely affecting the occupants of these buildings. Anglian Water would advise caution in considering any such proposal.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q26b Hotel & conferencing facilities – Option b (Support)	• Support for 1 or 2 hotels; consider a mixed-used area essential. Support for conference accommodation, as people would more than likely use this hotel instead of central ones, meaning less traffic and easier access for residents of East Anglia. • Important to provide hotel facilities in this development. • Support, however subject to viability conference facilities could also be provided. The development of the new railway station and regeneration of the wider CNFE area will create a demand for a hotel in this location. The land adjacent to the new station provides a sustainable and accessible location for a hotel to serve business users associated with the large number of existing and proposed businesses in the CNFE area. The proposed vision for the CNFE states that the area will embrace modern commercial business needs and ensure that the new area is supported with the right social and community infrastructure. See Brookgate submission document, Appendix 2: CNFE Redevelopment Option 2a, including a proposed hotel. • An area of land close to the railway station should be provided with dual use allocation of either residential or hotel. If the market demands are great enough the hotel will be developed. The provision of a conference centre could be integrated into the hotel as an ancillary use. • A hotel here would support business uses on CNFE and Science Park. • Support for the provision of a hotel and/or conference facilities within the mixed-use development of land around

	the proposed new railway station, on the basis that this would be a supporting use with the focus remaining on employment and office floor space.
Q26b Hotel & conferencing facilities – Option b (Object)	• Support for Option C. • As covered in response to Q.11 above, Anglian Water would not support sensitive development within the 1.5 odour contour line. Potentially sensitive development such as a hotel and conference centre and student accommodation within this contour line would be unacceptable due to the risk of odour adversely affecting the occupants of these buildings. Anglian Water would advise caution in considering any such proposal.
Q26b Hotel & conferencing facilities – Option b (Comment)	• If a hotel is provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. • Support either option B or C but may depend on whether development of a hotel at the entrance to the Science Park goes ahead. Any provision allocation in the Area Action Plan needs to be kept flexible if no demand materialises.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q26c Hotel & conferencing facilities – Option c (Support)	• Essential to have at least one hotel with conference facilities, as it can be hard to get a central location for a conference, plus it would reduce traffic movements in the city centre. • Support, however, the provision of conference facilities should be subject to viability. The new railway station and regeneration of the wider CNFE area will create a demand for a hotel and conference facility. The land adjacent to the new station provides a sustainable and accessible location for a hotel and conference centre to serve business users associated with existing and proposed businesses in the CNFE area. This accords with the proposed CNFE vision

	which states that the area will embrace modern commercial business needs and ensure that the new area is supported with the right social and community infrastructure. • An area of land close to the railway station should be provided with dual use allocation of either residential or hotel. If the market demands are great enough the hotel will be developed. The provision of a conference centre could be integrated into the hotel as an ancillary use. • A hotel here would support business uses on CNFE and Science Park. • Provision of a hotel and conference centre close to the station, is supported as part of the mix. • Having both available will be a natural addition to the rail station serving businesses located both here and at the Science Park, allowing their visitors to stay away from the city centre during the business hours, and especially to avoid contributing to traffic in the rush hour. • This would be logical and would enhance the area.
Q26c Hotel & conferencing facilities – Option c (Object)	• As covered in response to Q.11 above, Anglian Water would not support sensitive development within the 1.5 odour contour line. Potentially sensitive development such as a hotel and conference centre and student accommodation within this contour line would be unacceptable due to the risk of odour adversely affecting the occupants of these buildings. Anglian Water would advise caution in considering any such proposal.
Q26c Hotel & conferencing facilities – Option c (Comment)	• If a hotel is provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. • Not so sure about a hotel being too near the station. • A hotel use within any part of the CNFE subject to its siting and relationship to other land uses would be appropriate, and there should be no geographical limitation as to where such facilities could be provided. • Allowance could be made within the Area Action Plan for this use, but flexibility should be maintained. The location of the hotel/conference facilities do not need to be specified at this stage. • There could well be scope and demand for a hotel within the CNFE area. It is not clear however why this would need to be situated "around the new railway station" and there could be perfectly sound reasons why it should be located more centrally within the CNFE area and not to one side by the station. • There is a currently proposed hotel and conference facility on the Science Park in addition to several other hotels within close proximity at Orchard Park, Impington and Quy.

	If there is sufficient market demand, such proposals should be considered. • If a hotel is provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q26d Hotel & conferencing facilities - Option d (Comment)	• Not so sure about a hotel being too near the station. • A hotel use within any part of the CNFE subject to its siting and relationship to other land uses would be appropriate, and there should be no geographical limitation as to where such facilities could be provided. • Allowance could be made within the Area Action Plan for this use, but flexibility should be maintained. The location of the hotel/conference facilities do not need to be specified at this stage. • There could well be scope and demand for a hotel within the CNFE area. It is not clear, however why this would need to be situated "around the new railway station" and there could be perfectly sound reasons why it should be located more centrally within the CNFE area and not to one side by the station. • There is a currently proposed hotel and conference facility on the Science Park in addition to several other hotels within close proximity at Orchard Park, Impington and Quy. If there is sufficient market demand, such proposals should be considered. • If a hotel is provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.

Councils' response to Questions 26a – 26d	Views are sought in the Issues and Options 2019 consultation on options regarding facilities that should be included in the area given the new vision for the area.

Chapter 9 – Question 27 (Housing – Housing Mix)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q27 Housing mix (Support)	• Broad support for the proposed approach. • A highly mixed development would be most suitable. • A mix of high-rise and a new area of low-rise on the south side of the railway tracks would be the ideal situation. • There should be mainly affordable housing, or inexpensive let properties. • Could a small percentage be cooperative housing with a mixture of personal and shared living space? • Would like to see 40% affordable housing. • A sustainable mix of dwelling types will result in a range of family units. • The type and size of affordable housing should be informed by the City Council's Housing Policy. • If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. • The need to ensure a balanced housing mix is supported. A mix of house types and tenures can help community cohesion and help maintain a healthy development.
Q27 Housing mix (Object)	• There should be an explicit reference to the Private Rented Sector (PRS). The significant increase in demand for PRS needs to be accounted for and its provision actively encouraged within the Area Action Plan. • Constraints on the CNFE site must be recognised and a realistic housing mix provided. PRS will play an important role in achieving this outcome.

Q27 Housing mix (Comment)	• Somewhat indifferent as to whether there is a need for housing at CNFE, and whether it should be pursued. • Housing should not be pursued at a level exceeding that indicated in the current version of the Area Action Plan. • If there is to be housing flexibility of tenure should be accepted including affordable housing.
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding housing mix in the area given the new vision for the area.

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

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q28 Affordable housing (Support)	• Broad support for proposed approach. • Or even increase the amount to 50% affordable or more. • Support subject to detailed viability testing to ensure delivery across a significant timeframe, and to meet the vision and objectives. • CNFE should be treated the same as any other development. • This approach supports a more balanced community as well as housing located by employment use.
Q28 Affordable housing (Object)	• Preference for a mixture of high-quality council housing and student housing rather than affordable housing. To make developments attractive to developers it is important to allow them to make profits on high quality buildings. • Let the market function policy free.
Q28 Affordable housing (Comment)	• Support for proposed approach, subject to viability testing. • The heavy infrastructure costs and brownfield nature of the land with associated remediation costs must be recognised; viability is of key importance.

	• Support for the City Council's flexible affordable housing requirements, which differentiate between different scales of development; South Cambridgeshire policy is less flexible. • Consideration should be given to PRS developments where a different approach may be required, such as discounted market rents or off-site contributions toward affordable housing provision. • If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. • Affordable housing requirements should be subject to viability and development will need to mitigate a range of services such as education and transport.
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding the approach to affordable housing.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q29a Private rented accommodation – Option a (Support)	• Support, as long as housing is reasonably priced. • Detailed guidance is not necessary as existing policies aim to deliver quality places to live. In addition, there is significant guidance already published that could be beneficially referenced by the authorities. • If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.

	• Support - allow the market to deliver private rented accommodation rather than encourage it given the uncertain implications. • There is no evidence to justify selecting Option B.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q29b Private rented accommodation – Option b (Support)	• Housing, and affordable housing are at a premium here and houses must not be bought as an investment and kept empty.
Q29b Private rented accommodation – Option b (Object)	• Detailed guidance is not necessary as existing policies aim to deliver quality places to live. In addition, there is significant guidance already published that could be beneficially referenced by the authorities.
Q29b Private rented accommodation – Option b (Comment)	• It will be important to ensure that properties in this area are not bought as investments and either left empty or rented out to commuters. • If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q29c Private rented accommodation – Option c (Comment)	• Inexpensive accommodation needs to be provided. Does this option mean there could be council houses? If so, option B could be a very good option. • It is essential there is affordable housing only - ideally with council housing included. • PRS schemes can create quality places to live if they have a clear brief, good design, delivery and collaborative working to. Many authorities are developing PRS design guides to assist developers. The authorities may wish to produce PRS design guidance in association with the developer as part of the Area Action Plan. • If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads, and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. • Allow a flexible approach. • Private market housing could play a greater role in delivering future housing needs in the Cambridge area, but it is important to allow the market to deliver this form of housing in response to demand. The range of planning policies allow for both the mix and the environmental conditions to be managed through the planning application process without additional polices in the Area Action Plan.
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding the approach to private rented sector housing, taking account of changes to government policy.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q30a Student housing – Option a (Support)	• Support especially as the need for student accommodation in the area has yet to be made. • Limited obvious demand for this use because there are no educational institutions nearby, however the option is supported with evidence of need.
Q30a Student housing – Option a (Object)	• Location too far from Universities and associated facilities. • Market demand for student accommodation and therefore should be permitted/accommodated. Failure to do so would be contrary to the NPPF • Object, use should be integrated.
Q30a Student housing – Option a (Comment)	• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. • No more than 20% (Option b) • Anglian Water does not support sensitive development within the 1.5 odour contour line. • This location could also leave students isolated as there are limited facilities available unless there is significant provision on site within the Area Action Plan area.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q30b Student housing - Option b (Support)	• Sensible option, but it is difficult to justify a limit and enforce. • Student accommodation supported as a complimentary use to employment, research and development; any proposals for should be complimentary with large proposals refused.
Q30b Student housing - Option b (Object)	• Limit is an inflexible approach which might fail to meet market need and hinder redevelopment. • Support Option A.
Q30b Student housing - Option b (Comment)	• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q30c Student housing – Option c (Support)	• Let the market decide. • Would maintain a flexible approach. • Policy requirement for student accommodation proposals to explain how benefits will outweigh possible negative impacts. • Mitigation is a sensible safeguard which will not result in unnecessary restrictions and ensure this type of use forms part of a balanced community.
Q30c Student housing –	• Object (1)

Option c (Object)	
Q30c Student housing – Option c (Comment)	• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.

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

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q9d Student housing – Option d (Object)	• Unnecessary restrictions resulting in lost flexibility towards the evolution of CNFE • Support for Option A
Q9d Student housing – Option d (Comment)	• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q30e Student Housing – Option e (Comment)	• If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. • Flexibility is required at this stage. • Rationale for student accommodation is not clear when it is typically provided in more central locations in Cambridge. • CNFE should be employment focussed allowing other complimentary uses to improve the area's sustainability. • Student accommodation should be integrated to avoid concentration in one area.
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding the approach to private rented sector housing, taking account of evidence prepared to support the Cambridge Local Plan

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q31 Provision of services & facilities (Support)	• Regulation needed to ensure SME provide a wide range of services. • Early provision of schools and health centres where the accommodation is provided. • Supportive of this policy, especially regarding co-location of services for community, retail and leisure uses. • The proposal on services and facilities are supported. • Education and health services must be provided as there is already one school on Nuffield Road and a doctor's surgery.

	• Brookgate support the proposed approach. In order for the regeneration of the CNFE area to be successful the required services and facilities must be provided. This will require collaborative strategies between key stakeholders and will be easier to achieve on sites such as CB4, where large areas can be brought forward by relatively few stakeholders, simplifying the planning and engagement process. The delivery of such services and facilities is essential to ensure the creation of a vibrant, mixed use neighbourhood, as set out in the proposed vision. • The Science Park is a good example of this approach working. • Support. Balanced, sustainable community requires such services and facilities as do the employees working locally. It is considered important that these are not too fragmented across the CNFE as that could reduce their viability or contribution to extended opening hours and thus service provision.
Q31 Provision of services & facilities (Comment)	• Provision of community facilities need to be allowed for in the original design and built as the development becomes occupied. • Leisure/sporting facilities could be built at the northern and eastern edges of the site (as an acoustic barrier to the A14 and railway). • The proposed approach to the delivery of supporting services is supported in principle. However, the location of facilities must have regard to other development existing or proposed in the locality, so that potential amenity issues arising for example from proximity to the Water Recycling Centre, waste management uses, and the railheads are avoided and/or can be satisfactorily mitigated. • Community facilities should be provided early in the development of the residential component of the development.
Councils' Response	Views are sought in the Issues and Options 2019 consultation regarding services and facilities that would be needed to support the Cambridge Northern Fringe, taking into account the revised vision for the area.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q32 New local centre (Support)	• Sensible but should not forget SMEs. • Residential flats will ensure the area is not dead in the evenings. • Provided it is tastefully done. • Where there is residential development there must also be local shops and community facilities, including a doctor's surgery. • Brookgate agree that a new local centre is essential to the creation of a vibrant, mixed use neighbourhood as set out in the proposed CNFE vision. It will act as both a focal point and a social hub for the CNFE area. There should be flexibility regarding its location along the Boulevard, positioning it around the station would ensure a highly accessible and sustainable location. It should include new retail provision to meet local needs and complement nearby centres as set out in objective 4 of the proposed development objectives. Employment and residential uses could be provided on upper floors. • Providing sufficient services for immediate needs of community near station most suitable location to ensure maximum use. • Residential flats will ensure the area is not dead in the evenings. • The Crown Estate support the approach set out for the new local centre and welcome the proposals to include retail and other uses within this location. These new uses should be located in one area (as part of the local centre) so as not to dilute the existing office and employment functions of the CNFE area. • The provision of such facilities together is likely to be more sustainable and viable.

Q32 New local centre (Support)	• A new local centre should be created to support the needs of a local community; however, it is not possible to make any informed decision on quantum, uses or location until the deliverability of the Area Action Plan area is further advanced.
Q32 New local centre (Support)	• The proposed new local centre in Options 2-4 is supported in principle. However, it is noted that it is proposed that this include a residential element and other elements which will be used by people, and in Option 2 the local centre appears to lie partially within the odour zone which is not suitable for such a use. The location of the local centre must have regard to other development existing or proposed in the locality, so that potential amenity issues arising for example from proximity to the Water Recycling Centre, waste management uses, and the railheads are avoided and/or can be satisfactorily mitigated. • At this stage the approach is too rigid and could need adaptation if more residential is included. Thus, location and form needs to be less specific. • Turnstone consider that any uses proposed on the CNFE site should be totally complementary to employment uses. Retail facilities of an appropriate scale would be an acceptable use, subject to commercial viability
Councils' Response	Views are sought in the Issues and Options 2019 consultation regarding the approach to district and local centres that are needed in the area taking into account the revised vision for the Cambridge Northern Fringe.

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

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q33 Open space	• Open spaces will make the area more pleasant to work and live in.

standards (Support)	• Encouragement of wildlife should be a default requirement, with a particular focus on providing habitat for birds, hedgehogs and bees. • Appropriate in the wider context. • Open space should be maximised. • Open space vital for health, relaxation and environmental enhancement - reflects existing standards elsewhere there parity providing sufficient space. • We support the application of the relevant open space standards but wish also to emphasise that the development must be integrated into the wider landscape through the improvement and development of green infrastructure beyond the currently identified site boundary. This should include the creation of a strategic accessible landscape/green space area along the River Cam Corridor and linking Milton Country Park (akin to developments to the south and west of Cambridge). • Support. Open space is very important in high density schemes and can also help to reduce the impact of tall buildings.
Q33 Open space standards (Object)	• Support provision of open space in particular, which is not addressed in Option 1. Support a higher level than shown in any of the Options, given the huge benefits that open space provides to well-being and how crowded Cambridge is.
Q33 Open space standards (Comment)	• Brookgate agree that the re-development of the CNFE area presents a range of opportunities to enhance the existing green infrastructure. There should however remain flexibility to allow the off-site provision of certain open space typologies such as playing fields. • The standards need to be defined in the context of the proposals and the wider context beyond the Area Action Plan area as promoted through enhanced connections to a variety of amenity spaces in the wider area. • On the proviso that the emerging Open Space Standards, as set out in Policy 68 and Appendix I of the Cambridge Local Plan 2014 (proposed submission) only apply to residential development, Turnstone does not object to the approach that has been suggested. It must be clear, however, that the Open Space Standards should only apply to residential developments, and that questions of the appropriate quantum of open space related to commercial developments should be negotiated on a case by case basis. • The approach to the provision of open space is supported in principle. However, regard needs to be paid to amenity issues which may arise from other uses in the CNFE area,

	such as the Water Recycling Centre, waste management uses and railheads which could give rise to dust, noise and odour. Open space needs to be located in a position where such matters will not arise and/or can be satisfactorily mitigated; otherwise the areas will not be capable of being used and enjoyed for the purpose designed. • The policy to require open space is supported, as the action plan area is located in both Cambridge City and South Cambridgeshire the local plan with the greater requirement for open space should be followed to ensure enough provision is made. • Access to open space is a key wider determinant of health.
Councils' Response	Views are sought in the Issues and Options 2019 consultation regarding the approach to opens space taking into account the revised vision for the site.

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

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q34 Key transport & movement principles (Support)	• New bus routes running through the area • New bus stops half way down the new Cowley Road • Old Cowley Road pedestrianized • River taxi, car parking the guided bus, cycling and taxis. • More crossings of the railway and river to assist in traffic flow. • focus on walking, public and cycles - car parking creates too much dead space • A pedestrian/cycle path should be provided, linking the Jane Coston Bridge with the Station. • Good bus links must be provided for those who are unable to walk or cycle to work. • Promotion of non-car and active modes of travel, delivering a highly accessible development.

	• Need to recognise that CNFE will generate additional vehicle trips. • A key principle needs to include 'enhance the Milton Road corridor to ensure that traffic can move efficiently in appropriate locations'. • Cambridgeshire CC Transport Strategy (Cambridge and South Cambridgeshire) and associated strategic transport modelling significantly underestimates development opportunities. • The TSCSC recommendations (and proposed City Deal schemes) don't adequately • address existing highway network constraints or consider measures required to unlock the full potential of CNFE. • Radical solutions are likely to be required to enable appropriate road based access to the sites. • Strongly support the focus on making transport safer and more sustainable. • Opportunity to create safe and attractive routes for pedestrians and cyclists. • Permeability (for these users) is very important to making the area attractive. • All criteria necessary to ensure sustainability. • Need recognition that some staff and visitors to current and future uses will make journeys by car. • The absence of any information about traffic and junction layout is a considerable omission as it is impossible to assess the relative impacts of the options on existing developments within the Area Action Plan area. • Support the proposed key transport and movement principles and welcome the focus on sustainable transport. • Focus on public and active transport. • Filtered permeability (full access for sustainable modes, no through routes for motor vehicles) needed throughout to create an attractive environment for cycling and walking. • Bus gates to provide efficient bus routes. • Off-site junctions must consider cyclists and walkers avoiding indirect, multi-stage crossings for these users. • Avoid current Cowley Road design that disadvantage active modes in preference to private motor traffic. • Open up parallel Network Rail route as a high quality cycle and walking provision to resolve this issue • Transport and improvements to infrastructure need to consider the whole CNFE Area Action Plan area so that any improvements needed reflect the future needs of the whole area and not individual land ownerships. • Incremental improvements by various land owners based on demand and phasing related only to that land ownership

	should be resisted as that may lead to greater disruption over the period in which the CNFE is developed, both to those with the CNFE area and outside as offsite improvements are likely to be required. • RLW Estates generally support the transport and movement principles. • Specific reference should be made to the new station and other gateways to the site (such as Milton Road and the Jane Costen Bridge - both as a key element of the sustainable transport infrastructure serving the area, and in terms of its contribution to the role which CNFE should play in fulfilling the wider growth strategy for the Cambridge area. • The approach on transport is broadly supported particularly the approach on walking and cycling.
Q34 Key transport & movement principles (Object)	• Need to maximise the potential for sustainable links between CNFE and existing and planned communities. • Suggested wording is as follows: "To ensure sustainable transport links are made with existing and new communities, including Waterbeach New Town" • Doubtful that the site can fulfil its development potential without the provision of direct access from the A14. • Need to investigate this option. • The transport modelling of the wider development area and mitigation strategies/new road infrastructure will be crucial in the development of the Area Action Plan. Until this modelling data is available and understood, there is no benefit in developing the Area Action Plan. • The Crown Estates do not support the proposals to allow public access through CBP.
Q34 Key transport & movement principles (Comment)	• Access to the new railway station would be significantly improved. • Turn Network Rail's disused private access road from Milton Road to Chesterton sidings along the north side of Cambridge Business Park into a public footpath and cycleway - more pleasant than the foot/cycle path planned for Cowley Road. Would enable the Crown Estate to install side entrances on the North side of the Cambridge Business Park to shorten the walk between offices on the Cambridge Business Park and the new railway station and encourage travel to the Cambridge Business Park by train. • Turning the current railway sidings along the north side of the Business Park in to a cycle / pedestrian route would be more pleasant and convenient than the proposed route for Cowley Road up to the boundary of the current sidings. This would also allow for entrances to be installed on the north side of Cambridge Business Park, allowing easier access for commuters.

	• Policy must also consider the needs of those who are unable to cycle or walk to work. • Cycling is not a solution for everyone, especially older members of the community and the needs of all must be considered. • Where cars are not an option good regular all day and evening public transport must be provided. • Need to provide bus transport to the station for local residents • Cyclists should be considered too and allowed a traffic free approach where the interaction with LGVs/buses is eliminated to improve safety. • Need to emphasise the significant role that could be played by the new railway station and the Guided Bus, both of which clearly have scope to help meet the objective to minimise journeys to the site by private car • All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme. Although this is true of all options, this is particularly the case for those that propose higher levels of development which might require significant transport intervention to ensure that transport impacts are not severe. This applies to both the local networks (walk, cycle, bus, and highway) and also the strategic road (i.e.: Highways Agency) and rail (i.e.: Network Rail) networks. • The CNFE is a mixed use area with a variety of uses existing and proposed through the Area Action Plan. There will be a wide variety of modes of transport ranging from pedestrian and cyclist to heavy commercial vehicles (HCVs) accessing the B2, B8 and Sui Generis areas. It is important to have some degree of separation between HCVs and other users. This is in part encompassed by the objective relating to safety, but the need to separate and avoid conflict between the less compatible transport modes such as HCVs and pedestrian / cyclists could be made more explicit in the transport and movement principles.
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q35a Modal share target – Option a (Support)	• Orbital bus routes also for local residents • Support the setting of a modal share target for the CNFE. The 24% car trip target should be applied to trips that have an origin and destination within Cambridge City only, recognising that short urban trips have the highest propensity to be undertaken on foot, by bicycle or public transport. • This may be challenging to deliver given the potential employment levels created here and the regional draw to such employment. It is considered that a target is required but this needs to be realistic and challenging.
Q35a Modal share target – Option a (Object)	• The modal share target set for of 24% car trips by 2031 is an aspirational target, it is not clear how this will be obtained or monitored, it should also be noted that there is an obvious funding gap in the Councils transport infrastructure plans. • Paragraph 154 of the NPPF advises that Councils should be aspirational but realistic. Due to transportation infrastructure funding gaps it is doubtful if this target is realistic. • Matching the modal share target is not ambitious enough. It should be possible to do much better than in other areas of Cambridge. When working within the constraints of an existing road network, improvements for pedestrians and cyclists in particular are difficult to achieve. In developing a new area there is no reason to repeat those mistakes, and a much better modal share should be achieved. • The absence of any information about traffic generation means it is impossible to assess if this target is achievable. • Support option C
Q35a Modal share target –	• Orbital bus, with new rail/river crossing to Wadloes Road • Pedestrianised existing Cowley Road, with traffic rerouted on a new road adjacent to the sewage works

Option a (Comment)	• Pedestrianised area around the new square (as featured on map) • Buses running until midnight with stops on the new Cowley Road (B on map) • Bus routes from the north (A10/Waterbeach/Milton) should be routed via the new station to improve connectivity via public transport and buses should run every day and up to midnight, to encourage people to use the bus. • All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q35b Modal share target – Option b (Support)	• Orbital bus, with new rail/river crossing to Wadloes Road • Pedestrianise existing Cowley Road, with traffic rerouted on a new road adjacent to the sewage works • Pedestrianised area around the new square (as featured on map) • Buses running until midnight with stops on the new Cowley Road (B on map) • Show we can be innovative and leading for new infrastructure. • Make the area an example of what can be achieved. Cambridge is already a tech and academic hub; and in the next few years will, hopefully, become a model cycling city. Let's merge those three together and show the country what is possible. Silicon Valley-meets-Copenhagen, if you will.

	• The rail, bus and cycle links make this an ideal opportunity to maximise travel by train, bus and cycling instead of by car. • Modal share targets need to be ambitious but realistic and achievable. The Cambridgeshire County Council Cambridge Sub Regional Model (CSRM) should be utilised to undertake further transport modelling work for the CNFE to develop appropriate modal share targets for the CNFE. Once further modelling work has been undertaken it will be possible to identify whether tougher modal share targets can be achieved at the CNFE. • It should be possible to do much better than in other areas of Cambridge. When working within the constraints of an existing road network, improvements for pedestrians and cyclists in particular are difficult to achieve. In developing a new area there is no reason to repeat those mistakes, and a much better modal share should be achieved. • The absence of any information about traffic generation means it is impossible to assess if this target is achievable. • Subject to viability; recognise the need to minimise car journeys and exploit the enhanced transport infrastructure. • Strongly support Option B • Go beyond the target set for the city and make the area an exemplar scheme. • This development is an ideal opportunity to have aspirational transport goals. • The Guided Busway, a new rail link and the local cycle network provide excellent connections by public and active transport. • Every effort should be made to minimise private motor vehicle use at this location.
Q35b Modal share target – Option b (Object)	• Policies that attempt to force people into doing things they don't want to will both be unpopular and cause trouble - see, for example, the parking problems in Orchard Park resulting from insufficient provision of parking spaces. • To set an unrealistic target for modal shift at a time when there is an obvious funding gap in the Councils transport infrastructure plans would not be compliant with paragraph 154 of the NPPF • Support option C
Q35b Modal share target – Option b (Comment)	• All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q35c Modal share target – Option c (Support)	• It is inappropriate to set such targets in policy before the precise mix of uses is known and understood. • The absence of any information about traffic generation means it is impossible to assess if this target is achievable. • I don't think a local plan such as this should get itself involved in such matters and not constrain any particular form of transport.
Q35c Modal share target – Option c (Object)	• Support using this opportunity to minimise car usage. • Realistic and achievable targets should be set in order to determine the likely transport impact of the CNFE and to what extent travel planning and transport improvements are able to mitigate the impact. Modal share targets should be produced to inform the development of a package of phased transport measures required to achieve the targets.
Q35c Modal share target – Option c (Comment)	• All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q35d Modal share target – Option d (Comment)	• There should be a footpath (and possibly cycle path as well) from the new station to Green End Road, to encourage local people to leave cars at home. • Buses should stop along Milton Road to collect local people who want to use the station etc. At present many buses travel along Milton Road, but few stop. • Perhaps buses travelling along Milton Road could also serve the station via Cowley Road. • I would like to be able, for example, to get on a bus at Union Lane to take me to the new station. • The 24% car trip target by 2031 only focuses on car trips within Cambridge. Therefore further assessment work is required to identify realistic CNFE site wide car modal share targets and targets for individual land uses. The CNFE modal share targets need to be linked to a package of phased transport measures that are required to achieve the modal share targets. • Whilst the benefits of an overly prescriptive approach to mode share within the area are questionable it is clear there is strong potential for the CNFE Area to become an exemplar sustainable community and destination. To ensure this goal is fulfilled, sustainable transport links to existing and new communities, including Waterbeach New Town, need to be emphasized. • Good pedestrian/cycle links are required for all the surrounding areas such as Milton via Jane Coston Bridge, Chesterton via the sidings triangle, and Abbey and Fen Ditton via the planned Chisholm Trail river bridge. Bus shuttles should be considered for all the surrounding areas with departure/arrival times properly matched with rail services. Through bus services such as the green P&R service or number 9 should call at the station with Citi 2 terminus. • It is very difficult, at this early stage in the evolution of CNFE, to say with certainty that modal shift percentages can and will be achieved. It is certainly a worthwhile objective to ensure that modal share targets that are set for the whole of Cambridge are met on the site, and there is room for optimism that this can be achieved at CNFE. This will however be an exacting target, and Turnstone do not

	consider that it would yet be appropriate to seek to go beyond the target of 24% set for the City as a whole. • Not possible to set a precise target at present given the uncertainty at this stages in the process as regards the mix of land uses in the scheme. However RLW Estates object to no mode share target being set as this would almost certainly undermine the transport and movement principles. • All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks.
Councils' response to Question 35a – 35d	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. This includes a revised approach to mode share, proposing use of a highway 'trip budget' .

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q36a Vehicular access & road layout - Option a (Support)	• Minimise car usage and maximise use of rail, bus and cycling. • Do not build any additional roads. • Retain existing Cowley Road as the main access road for all modes of transport. • Need to re-route HGV movements on a dedicated route to the north of Cowley Road and provide a more pedestrian and cycle friendly main access through the Area Action Plan area along Cowley Road. • The whole of the 'corridor' between the disused NR access road, the First Public Drain and the existing Cowley Road

	should be used to create a wide tree-lined boulevard delivering a high quality walking and cycling route as well as appropriate vehicle access to CNFE.
Q36a Vehicular access & road layout - Option a (Object)	• Pedestrianise existing Cowley Road • New boulevard to the north, adjacent to the sewage works • HGV banned from turning right towards the station • By retain Cowley Road as the only entrance / exit into the Area Action Plan site, future development opportunities would be restricted especially those associated with industrial / waste / minerals uses which is what this Area Action Plan should focus its attention on developing • Option A would be a disaster. Need to improve pedestrian and cycling access to the new station. The road is too narrow and totally unsuitable for these users to share it with general traffic. • The absence of any information about traffic generation means it is impossible to assess the impacts of this option. Increased traffic, including heavy goods traffic will impact upon existing businesses and may prejudice safety of pedestrians and cyclists. • There will be an increasing number of users and a wide variety of modes of transport using this area, ranging from pedestrian and cyclists going to the offices and the station, to HCVs. The redevelopment of the area provides an opportunity to improve conditions. This includes improved separation between HCVs and other users, given the significant levels of demand likely to be generated by the Area Action Plan proposals, but also to minimise the impact of such traffic on other land uses through minimisation of noise and vibration of vehicles
Q36a Vehicular access & road layout - Option a (Comment)	• Retain Cowley Road as the main site access but Milton Road corridor must cater for sustainable modes of travel to allow reliable journey times from new and existing communities. • No objection to separating the heavy industrial traffic from pedestrians and cyclists. • No objection in principle to the creation of a new access road along the southern boundary of the WRC. However, land ownership details will need to be clarified.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q36b Vehicular access & road layout – Option b (Support)	• To protect the area from increased congestion, there must be a focus on encouraging people to use sustainable modes of transport. • Need to make the routes safe and easy to use for cyclists and pedestrians, improving the journey times and experience for everyone. • A second vehicular access is a reasonable compromise. However, it must consider active modes at a design stage; efficient access, priority over side roads, dedicated space. Also there should be no through routes between the two vehicular accesses, to prevent rat running and create a safe attractive space for active modes. Filtered permeability and bus gates should be used to enable active and public modes have full access to the site. • Option B is supported above Option A, but less than Option C. • Cowley Road access would also be greatly improved by opening up the old Network Rail access track as a high quality off road cycle and walking connection. • Priority for cyclists and pedestrians will become increasingly important • Would segregate station and cycling/walking traffic from main employment route. However, the absence of any information about traffic generation means it is impossible to assess the impacts of this option. Increased traffic, including heavy goods traffic will impact upon existing businesses and may prejudice safety of pedestrians and cyclists.
Q36b Vehicular access & road layout – Option b (Object)	• Minimise car usage and maximise use of rail, bus and cycling. • Do not build any additional roads. • Object to proposal to restrict private car movements on Cowley Road. A Quality Bus corridor is being constructed south of Cowley Road as an extension of the existing CGB.

	This route should be open to all public transport vehicles both guided and un-guided. The CGB route is sufficient to provide reliable and fast public transport services to the new railway station and the Area Action Plan area. High quality cycle facilities can be provided parallel to the existing Cowley Road by utilising the disused Network Rail site access road, without needing to restrict vehicle movements on Cowley Road. • No details about funding necessary before a large quantum of development can take place. This would prioritise sustainable modes of transport suitable for the Area Action Plan site if this included a large amount of residential and office uses. Doubtful that those uses can be delivered.
Q36b Vehicular access & road layout – Option b (Comment)	• Support the focus on walking, cycling and public transport. But to make a route truly attractive for these users, pedestrians should not be forced to share pavement with cyclists and cyclists should have a route separate from the road. There is no reason why this cannot be achieved and it is unclear whether even option B would do this, as Cowley Road will still be narrow even if most of its traffic is removed. What is really needed is a new route away from the road. • The improvements to Cowley Road are supported but sustainable modes of travel along the Milton Road corridor must be catered for to allow reliable journey times from new and existing communities. Any new junction arrangements with Milton Road must be shown to deliver benefits to all but with reference to the hierarchy of users. • There will be an increasing number of users and a wide variety of modes of transport using this area, ranging from pedestrian and cyclists going to the offices and the station, to HCVs accessing the B2, B8 and Sui Generis areas. It is important to have separation between HCVs and other users, not least to ensure the safety of those moving in and through the area. • Priority for cyclists and pedestrians will become increasingly important. • We understand the importance of seeking to separate the heavy industrial traffic from pedestrians and cyclists and have no objection in principle to the creation of a new access road along the southern boundary of the WRC. However, the detail of land ownership will need to be explored as some of this appears to be on land in the ownership of Anglian Water.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q36c Vehicular access & road layout – Option c (Support)	• Keeping heavy traffic away from any residential development is highly desirable. • HGV route will be needed • Option C is supported above Option A and Option B • Support the provision of a new Heavy Goods Vehicle access parallel and to the north of Cowley Road for industrial, minerals and waste activities only. This vehicle access strategy will significantly reduce heavy good vehicle movements from Cowley Road, allowing the flexibility to create a safer walking and cycling environment for CNFE residents and employees along the Cowley Road corridor. • Support in principle. The creation of a dedicated HGV access to support the existing industries on site is considered to be a positive step in developing the Area Action Plan site for an industrial hub. However, there remains substantial concern about the funding and deliverability of such a solution. • The absence of any information about traffic generation means it is impossible to assess the impacts of this option. • Cowley Road should be prioritised for the station, office and any residential traffic. Turnstone agrees that it would be sensible for any heavy goods vehicle (HGV) access to be provided parallel and to the north of Cowley Road, for industrial, minerals and waste activities only. This should not pre-determine that heavy industrial or - for instance - minerals/aggregates uses will be a permanent feature at CNFE, but it would make considerable sense to have appropriate contingencies in terms of access in place right from the very outset. • The provision of a new HGV access to the area would be a major benefit for all industrial, minerals and waste activities taking place in the area. A route separating HGV traffic from traffic accessing the station, office and residential areas would be a major improvement in terms of Health

	and Safety. It would also reduce congestion and improve the ease and efficiency of access for all concerned. • We understand the importance of seeking to separate the heavy industrial traffic from pedestrians and cyclists and have no objection in principle to the creation of a new access road along the southern boundary of the WRC. However, the detail of land ownership will need to be explored as some of this appears to be on land in the ownership of Anglian Water.
Q36c Vehicular access & road layout – Option c (Object)	• It would encourage developments which lead to more lorries going to the site.
Q36c Vehicular access & road layout – Option c (Comment)	• All aggregate lorries should access the site via westbound on-off slips from the A14 and not go onto Milton Road at all. • Access solutions that look to segregate heavy vehicle traffic from more vulnerable users are supported but designs and movement strategies must ensure that the future wholesale redevelopment of the area is acknowledged. • HGV route will be needed. • There will be an increasing number of users and a wide variety of modes of transport using this area, ranging from pedestrian and cyclists going to the offices and the station, to HCVs accessing the B2, B8 and Sui Generis areas. It is important to have separation between HCVs and other users, not least to ensure the safety of those moving in and through the area.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q36d Vehicular access & road layout – Option d (Support)	• The nearside lane of Milton Road southbound from the interchange should be a Cowley Road only filter lane. • A route for aggregate lorries serving the A14 improvements to come off the A14 westbound directly (left-off, left-on) to fill up at ground level from the aggregate depot, would be a great improvement, so that this activity did not affect the development of the area or traffic on Milton Road. If a left-turn-off left-turn-on route is made west of the railway then it should continue beside the A14 to join with Cowley Road as a dedicated access for heavy lorries headed towards Cambridge. • Cyclists and pedestrians need to be catered for on each and every access road. Should the plan opt for a second access road the Campaign recommends that no through routes for motor vehicles are created between them, preventing the temptation for drivers to rat-run though the development to beat traffic on Milton Road. Flexibility and convenience of routes for active modes must be as good, indeed better, than that available for motorised vehicles. Providing this filtered permeability is crucial for central areas to be attractive for cycling and walking.
Q36d Vehicular access & road layout – Option d (Object)	• Plan does not seem terribly joined up about road access. The whole question of linkages to the A14 from Fen Road could be readily added into this mix, unsnarling major traffic issues.
Q36d Vehicular access & road layout – Option d (Comment)	• A route for aggregate lorries serving the A14 improvements to come off the A14 westbound directly (left-off, left-on) to fill up at ground level from the aggregate depot, would be a great improvement, so that this activity did not affect the development of the area or traffic on Milton Road. • Strategic traffic modelling work is required to identify the highway capacity improvements required on the Milton Road corridor and access to the site. Priority needs to be given in the City Deal to funding transport schemes that improve the accessibility of the CNFE site. • Area-wide travel planning should be given greater importance in reducing existing vehicular travel demand by extending the existing Travel Plan Plus scheme. The County Council also needs to undertake further assessment work to understand the impact of the new railway station on the potential for modal shift from car to rail trips in the local area.

	• Concentrate major highway improvements in the interface where Cowley Road meets Milton Road - to perpetuate a situation of the whole CNFE area being accessed through a single stretch of road wedged between the Innovation Park and the TV building is simply going to exacerbate existing problems. • The quantum of development envisaged through the Area Action Plan should be reduced to reflect that which is sustainable in the next five years. This needs to take account of the delivery times for the railway station, Guided busway interchange and the Milton Road A10 / A14 access upgrades. • Need to widen Milton Road to two lanes southbound, between the Science Park junction and the busway. Congestion approaching the Science Park is already a serious problem, particularly as it often stretches back to the A14. This problem can only become worse if the area is developed, even if the focus is on sustainable transport. • Vehicle access into and out of the CNFE Plan area remains a significant problem. A major new interchange is required for vehicle traffic, with the existing network of footpath and cycleways creating links to the surrounding area. If provision is not materially increased, existing problems will be exacerbated, dissuading landowners from looking at alternative uses and discouraging investors from bringing forward development proposals. • Insufficient detail to comment at this stage. • Cyclists should be considered too and allowed a traffic free approach where the interaction with LGVs/buses is eliminated. This is the chance to prevent the distressing and needless deaths one sees so often in London and the cities. • Bus priority measures are being explored along Milton Road and this is supported in principle. The potential to intelligently use carriageway space in the vicinity of the Science Park should also be explored to respond to changes in tidal demand. • We understand the importance of seeking to separate the heavy industrial traffic from pedestrians and cyclists and have no objection in principle to the creation of a new access road along the southern boundary of the WRC. However, the detail of land ownership will need to be explored as some of this appears to be on land in the ownership of Anglian Water. • In addition to the vehicular options proposed through the CNFE Area Action Plan, in order to relieve traffic congestion around the existing A14/Milton Road junction, TTP Consulting have considered whether an additional

	access from the A14 to the station could be included within the Area Action Plan and delivered as part of the redevelopment. Request consideration of this option to address existing and future transport, highways and access issues. • Option dependents upon the final option chosen for CNFE, its context of the whole site and not individual land ownerships or phasing. Separation of cyclists and pedestrians from vehicles should be an aim. • All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks. • Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft Area Action Plan.
Councils' response to Questions 36a – 36d	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft Area Action Plan.

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

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q37a Parking at transport	• Low-level car parking facilities

interchange – Option a (Support)	
Q37a Parking at transport interchange – Option a (Object)	• Object to the current proposed surface car parking layout. The consented layout fails to make best use of the site. It would be difficult to extend or to construct a multi-storey structure on the footprint given the site's shape and proximity to the Bramblefields reserve. • Better location for a surface car park is adjacent to the existing main railway line, north of new station building. A conventional rectangular footprint could be used, being more efficient in terms of the number of spaces and providing flexibility to convert to a multi-storey car park if sufficient future demand arises. • Short-sighted option: Justification for capacity not provided • CNFE Area should maximise developable land in and around the comprehensive transport networks that exist. • Support option B
Q37a Parking at transport interchange – Option a (Comment)	• Final proposal should inform car parking provision which has a strong relationship to traffic generation. Need to balance operational needs with encouraging high levels of access by non-car means and supporting sustainable transport access to the site, ensuring minimal residual impact on the highway network.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q37b Parking at transport interchange – Option b (Support)	• Makes better use of the land and not everyone can walk or cycle to the station. Would there be appropriate public transport when the late trains arrive from London? • Support a multi-storey car park. Witness the pressure on parking at the main station. Not everyone can walk or cycle.

	• Support the location of a surface car park that makes best use of the overall site. It is recommended that the surface car park is constructed adjacent to the existing main railway line to the north of the new station building. The surface car park could be laid out in a conventional rectangular footprint which is more efficient in terms of the number of spaces and provides flexibility to convert to a multi-storey car park if there is sufficient future demand. • Final proposal should inform car parking provision which has a strong relationship to traffic generation. Need to balance operational needs with encouraging high levels of access by non-car means and supporting sustainable transport access to the site, ensuring minimal residual impact on the highway network. • Important to make best use of the available space • Flexible option with more realistic longer term solution although no details of capacity given • The efficient use of land is supported in this key Cambridge North location where strong sustainable transport links are already in place and will be enhanced between existing and new communities, including Waterbeach New Town. • Will ensure more people have the ability to use the station • Maximises land use, potentially enables a wider range of land uses and should enable more residential development away from the odour footprint.
Q37b Parking at transport interchange – Option b (Comment)	• Final proposal should inform car parking provision which has a strong relationship to traffic generation. Need to balance operational needs with encouraging high levels of access by non-car means and supporting sustainable transport access to the site, ensuring minimal residual impact on the highway network. • Should consider a multi-storey car park. Cambridge North could, and possibly should be, a new city centre, so we will need considerably more parking than is currently proposed in the future.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q37c Parking at transport interchange – Option c (Comment)	• The car parking at the Station should be for station users only. The car park should not be operated as a 'park and ride' site for the CGB. • Final proposal should inform car parking provision which has a strong relationship to traffic generation. Need to balance operational needs with encouraging high levels of access by non-car means and supporting sustainable transport access to the site, ensuring minimal residual impact on the highway network. • Adequate provision should be made to preclude overspill parking elsewhere in the area. • The key priority as regards car parking is to ensure that it is provided to a standard and in a way which supports the overall strategy for CNFE. Therefore, proper provision needs to be made both for appropriate car parking, but also for public realm befitting of one of the main entrances to CNFE.
Councils' response to Questions 37a – 37c	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft Area Action Plan.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q38a Car parking standards –	• Parking standards should not be more onerous than in the rest of the city especially given the location on the edge of the settlement. • This is the least worst Option

Option a (Support)	• Should include CCC adopted car parking standards and cycle parking standards. • The Crown Estates are planning to improve the amount of cycle parking provision and quality at CBP, and hope to deliver • on this initiative within 2015, again this is part of their Sustainability Action Plan.
Q38a Car parking standards – Option a (Object)	• The car parking restrictions in appendix L8 of the referenced documents are far too tight - see what has happened about car parking in Orchard Park
Q38a Car parking standards – Option a (Comment)	• Brookgate support the use of car parking standards across the whole area that are more restrictive than the car parking standards policy set by the Cambridge City Council car parking standards, to reflect the highly sustainable location. The current policy however forms a useful starting point in discussions over car parking levels. • Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network. • More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q38b Car parking standards – Option b (Support)	• In the future cars should not be the primary mode of transport. • Support more restrictive car parking standards across the whole area to reflect the highly sustainable location. Transport modelling work will assist in determining the appropriate levels of car parking taking into account the site accessibility and proposed land-uses. It should be recognised that car parking levels particularly for commercial development should not be set too low as it may make development unattractive to potential tenants, particularly given the high car parking levels consented on adjacent established commercial development sites. The under-provision of car parking could also lead to off-site overspill parking. • Consideration to be given to this to reflect sustainability of location • Restricting car parking standards across the whole area will reflect the area's highly sustainable location. • Enabling active and public transport must be the focus for this development. Restrictions on private motor use are part of achieving this mode shift. • Sensible approach to maximise more sustainable forms of transport as well as encouraging employers to support more sustainable forms of transport for travel to work.
Q38b Car parking standards – Option b (Object)	• Even tighter restriction for residential accommodation would be ridiculous (see answer to 38a). However, there is a need to ensure that parking intended for residents and their visitors isn't usurped by station and business users. Therefore such parking should not be "on-street" but within the confines of each property, in order to avoid having to pay for a "residents' parking scheme". • Encourages on-street parking, competition for spaces and does not reduce car usage, just displaces it. • This is the worst option.
Q38b Car parking standards – Option b (Comment)	• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network. • More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q38c Car parking standards – Option c (Support)	• Support only providing displacement of station area parking is carefully controlled to prevent problems elsewhere.
Q38c Car parking standards – Option c (Object)	• As experience in the rest of Cambridge has shown, if you stop people parking in one place or charge for it they will just move to parking somewhere nearby (even, it seems, on double yellow lines). Therefore, you have no option but to either provide entirely adequate car parking facilities for those who want to park, or to provide car parking facilities on individual properties that are owned by the residents. • Brookgate object to a 'tiered' approach to car parking standards based on the proximity to the station. The success of the whole Area Action Plan will in part be based on linking the benefits of the new station and the extension of the CGB with the whole Area Action Plan site through a variety of sustainable transport measures including encouraging walking, train/cycle, shuttle buses and other innovative solutions which will allow the whole allocation (and the wider area) to shift from car dominated transport to other modes. • This is the second worst Option.
Q38c Car parking standards – Option c (Comment)	• More focus on public transport • Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network. • More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split

	targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks.

Chapter 9 – Question 38d (Transport – Car Parking standards - Comments)

Do you have other comments on car parking standards?

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q38d Car parking standards (Support)	• It is entirely appropriate for the Plan to acknowledge that car parking in and around a new CNFE area will be an important part of any new development. This is particularly the case where existing employment areas have established patterns of movement and car parking which seek to meet the needs of users. We acknowledge that owners and tenants of existing buildings will perhaps need a more stringent car parking management system in place to ensure that there is no abuse of the spaces within their control.
Q38d Car parking standards (Comment)	• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network. • More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks • A balanced approach is required recognising the accessibility of the site by non-car modes but also the need to provide appropriate levels of operational car parking. Further modelling work should be undertaken to inform the car parking standards for each of the land uses proposed on the CNFE site. • It is important that any new developments which do come forward do not compound existing parking problems. Landowners such as St John's College along with their

	tenants may well need a more stringent car parking management system to ensure proper controlled parking in the instance where new significant development is coming forward. • All the options fail to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station. This replicates the horrendous conditions at Cambridge railway station where vehicles pick up and deposit people just a couple of metres from the front door, creating a fume-filled and dangerous approach, frequently gridlocked and preventing buses from completing a turning round a small roundabout. This delays the buses from arriving at their stops, delays the public travelling on them and makes it the poor relation. • Consideration to be given to reflect sustainability of location • No preference on the three options but it is relevant that car use can be further discouraged by ensuring sustainable links are secured to existing and planned communities, including Waterbeach New Town. A relationship between accessibility and parking provision is a sensible and pragmatic approach. Any adopted parking standards need to consider the volume of vehicles that this could in turn generate and the implications for traffic and transport along the important Milton Road corridor. • Turnstone agrees that appropriate levels of car parking must be planned for as part of the CNFE development. However, parking associated with the railway station must not, under any circumstances, interfere with the need to create a proper entrance/arrival point to CNFE, and therefore parking should not be delivered for cars at the expense of high quality provision for bicycles, bus interchange and public realm. • Crown Estate do not support a restriction in car parking standards or further cycle parking spaces.
Councils' response to Questions 38a – 38d	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport, and in particular car parking. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft Area Action Plan.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q39a Cycle parking standards – Option a (Support)	• The standards have been successfully used on the CB1 development, a similar highly sustainable transport hub. • The Crown Estate support Option A for the CNFE Area Action Plan to include CCC adopted car parking standards and cycle parking standards. The Crown Estate are planning to improve the amount of cycle parking provision and quality at CBP, and hope to deliver on this initiative within 2015, again this is part of their Sustainability Action Plan.
Q39a Cycle parking standards – Option a (Object)	• Sustainable location given existing and new cycleway links, therefore adequate provision needed which is likely to exceed local plan standards.
Q39a Cycle parking standards – Option a (Comment)	• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network. • More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q39b Cycle parking standards – Option b (Support)	• The more available cycle parking there is the more attractive and convenient this area will be for cycling to & from CNFE. • Providing even greater amounts of cycle parking that are expected to be used seems an appropriate way to encourage people to use cycles. If you are hoping that some workers will arrive by train and then cycle to locations on the Science Park, then you need to provide sufficient secure cycle storage to enable people to leave their cycles at the station overnight and at weekends. • A higher standard of cycle parking will be needed and it would be absurd to create a pleasant cycling environment but not require there to be enough spaces for all potential users. • New cycleways will encourage more cycling and therefore higher level of provision likely. • Consideration to be given to higher standard to reflect sustainability of location. • This would be more likely to maximise the potential for employees and visitors to travel by bike, for example between Waterbeach New Town and the CNFE Area. • The Campaign supports Option B: higher cycle parking standard across the whole area to reflect the highly sustainable location. High-quality, easily accessible and available cycle parking throughout the site is entirely appropriate for enabling high cycling use at all destinations - employment, residential and the station. The Campaign also recommends secure, covered cycle parking in residential areas as these reduce theft and deterioration of residents' bikes.
Q39b Cycle parking standards –	• Brookgate object to higher cycle parking standards as the current standards are sufficient to deal with the likely demand for cycle parking in areas with good cycle infrastructure and connectivity.

Option b (Object)	
Q39b Cycle parking standards – Option b (Comment)	• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network. • More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q39c Cycle parking standards – Option c (Support)	• I would also like to see cycle lockers as an option in the station cycle parking areas. • To encourage cycling, it will be essential to have sufficient, safe, well-lit, adequately roofed cycle parking • We would also like to see cycle lockers as an option in the station cycle parking areas. • The station will inevitably be used for commuting and encouraging travel to the station by cycle should be supported and provided for. The Guided Busway links will also encourage the use of cycling from possibly further than may otherwise be the case.
Q39c Cycle parking standards – Option c (Object)	• Brookgate object to a 'tiered' approach to cycle parking standards based on the proximity to the station. The success of the whole Area Action Plan will in part be based on linking the benefits of the new station and extension of the CGB with the whole Area Action Plan site through a variety of sustainable transport measures including encouraging walking, train/cycle, shuttle buses and other innovative solutions which will allow the whole allocation

	(and the wider area) shift from car dominated transport to other modes. • New cycleways will encourage more cycling and therefore higher level of provision likely.
Q39c Cycle parking standards – Option c (Comment)	• • The ability to park a cycle in a safe, secure, and convenient location is a key aspect of encouraging and supporting travel by bike. Cycle parking provision at least in line with standards will be required. However, furthermore detailed analysis will be needed on cycle mode share and targets to determine an appropriate level that maximises cycle access to the area. This is likely to confirm a level of provision in excess of standards given the high levels of non-car mode split likely to be required

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

Do you have other comments on cycle parking standards?

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q39d Cycle parking standards (Comments)	• The City Council have a preference for cycle parking to be provided using Sheffield Stands. Increasingly double stacking racks are being installed and used at rail stations and are widely used new residential and non-residential developments. Double stackers provide added benefits, maximising cycle parking provision and making the most efficient use of limited space. It is suggested that the Cambridge City cycle parking standards are updated to reflect the increased use and popularity of double stackers. The provision of a high proportion of cycle parking using double-stackers would maximise the efficient use of the CNFE site. • Consideration to be given to higher standard to reflect sustainability of location • In order to achieve the modal share targets envisaged, high levels of cycle parking provision will be required. As a starting point the standards in the emerging Local Plan (Policy 82 and Appendix L) should be adopted, but Turnstone agrees that there may be scope for higher levels of provision in close proximity to the railway station interchange.

	• Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network. • More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks • Object to further cycle parking spaces.
Councils response to Question 39a – 39d	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft Area Action Plan. Particular views are sought regarding the approach to cycle parking.

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

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q40 Movement, severance & permeability (Support)	• Off-site connections are crucial for enabling a high cycling and walking mode share. These should have separate provision for each mode - no shared use. Priority over side accesses. Separated from motor traffic. Direct (not multi-stage) protected crossings at off side junctions. • Major connections to consider: Jane Coston bridge; Northern Guideway; Fen Road (through Chesterton Sidings Triangle); Cowley Road (need to ensure Network Rail track is protected from development to use as cycle and

	pedestrian access to station); Chisholm trail (including bridge). • Suggest that filtered permeability (full access for sustainable modes, no through routes for motor vehicles) is used throughout the development, to create an attractive environment for cycling and walking free from the noise and pollution of through traffic.
Q40 Movement, severance & permeability (Object)	• The North Area (including Science Park) is dis-joined in cycling planning. Cycle routes should also be better joined up to create more safe, segregated cycling. The question of bridges and river crossings in Chesterton should be addressed as part of this plan - people still face a nightmare-ish commute north of the river to these re-generated areas.
Q40 Movement, severance & permeability (Comment)	• Consider pedestrian and cycling infrastructure as two separate priorities, and keep pedestrian/cycle routes separate. In all cycling infrastructure cyclists should be given the same right-of-way as vehicular traffic - new cycle routes should not be broken up by side roads. • Look at the following routes into the area: Milton Road; Green End Road; Fen Road. • Improvement to cycling infrastructure here should be considered as part of the plan, encouraging more people to travel by bike. • Make Network Rail's disused private access road from Milton Road to Chesterton sidings a public footpath and cycleway for travelling to and from the new railway station. This would be more pleasant and convenient than the pedestrian and cycle route currently proposed for Cowley Road. • The Crown Estate could install side entrances on the North side of the Cambridge Business Park to shorten the walk between offices on the Cambridge Business Park and the new railway station and encourage travel to the Cambridge Business Park by train. • There should be a new bridge over the river for cyclists to reach the station directly from the Abbey area. I believe this has already been discussed and I hope approved. • Cycling along Fen Road should be made safer; I think there are already proposals for this. • Access should be available between the newly pedestrianised Cowley Road and the Business Park to avoid the need to walk all the way up to Cowley Road if pedestrians are coming from the south. Initially this could be at the very end of the Business Park, with additional access to the side once the area there gets developed. • Provide more connections to the North and East of the area: a cycle tunnel under the A14 near the railway into

	Milton Country Park, and a level crossing link to Fen Road and onwards to the River Cam via Grassy Corner. • Safeguard the old Network Rail (Lafarge) track on the south side of the First Public Drain as a dedicated cycle path to the station. • These ideas need careful thought to provide suitable access for everyone. Local consultation would be desirable. • Provide a direct route (avoiding all the junctions off Milton Road) from the Jane Coston Bridge to the railway station. • CNFE should deliver improvements to the Milton Road corridor and the Jane Coston Bridge corridor, improving cycle access to the CNFE site and improving connections northwards to Milton village. • The City Deal should deliver the Chisholm Trail to improve cycle connectivity to the south along with good quality local links into Chesterton. • High quality cycle facilities could be provided parallel to the existing Cowley Road by utilising the disused Network Rail site access road to help improve links to Milton Road and the existing Science Park. • Links from the Jane Coston bridge are very important, both to the new station and to Milton Road (where the existing path has much scope for improvement). • Any considerations for further provision of cycle and pedestrian access in CNFE should take account of both the existing and planned mineral and waste activities in the area and the importance of separation between HCVs and other users. • The carpark should be sited a minimum of 100 metres away from the new station in order to improve safety and air quality for pedestrians and cyclists. A covered walkway could be provided, if one is also provided from public transport users - but priority must be given to pedestrians and users of public transport (excludes taxis). Similarly, a taxi rank should not be any closer than 100 metres to allow space for ordinary and guided buses. • Support the need to maximise linkages, but there are insufficient details to assess proposals fully at this stage. • There are economic and environmental benefits in ensuring CNFE has sustainable links not only to existing residential neighbourhoods but also planned new communities. The Area Action Plan should set out how CNFE will contribute to securing and/or enhancing cycle links to the proposed Waterbeach New Town. Specifically cycle links along the River Cam, through Milton, between the Jane Coston Cycle Bridge and the CNFE and also along any future bus priority routes - especially along the

	Chisholm Trail to connect to the future busway links under the A14. • Support for proposed attention to cycle improvements linked to Chisholm Trail and Milton Road. • Consideration needs to be given to how cycling and walking linkages could be improved to the north of the area, specifically linking to Milton Country Park and the River Cam/Hailing Way. • A further pedestrian / cycle tunnel under or bridge over the A14 to the West of the River Cam and East of the existing Coston Cycle Bridge would bring significant benefits. • Good pedestrian/cycle links are required for all the surrounding areas such as Milton via Jane Coston Bridge, Chesterton via the sidings triangle, and Abbey/Fen Ditton via the planned Chisholm Trail river bridge. • The Area Action Plan must recognise existing cycle infrastructure which exists in the area, and must consider the scope that may exist for enhancing this. • There are important links to the CNFE area from the north, via the Jane Coston Bridge, and possibly up from the River Cam corridor. Adequate provision must be provided in terms of wide cycle paths, etc, but also these gateways are made as attractive as they possibly can be. • Good linkages for pedestrians and cyclists and, potentially, horse riders should be achieved to the eastern boundary of the site linking with the River Cam Corridor (and its special neighbourhood) and Milton Country Park (including proper wide tunnel etc under or bridge over the A14 adjacent to the River Cam). • Effective and sympathetic solutions need to be found to link with existing neighbourhood to south of the new Guided Bus Route and the River Cam / Chisholm Cycle Trail. • Support for access between the new railway station and existing offices in the Area Action Plan, specifically Cambridge Business Park. Potential pedestrian/cycle access options, supported by Business Park occupiers have previously been worked up by Scott Brownrigg and HED and are enclosed for information. We would therefore like to see these options included within the next stage of the Area Action Plan. • The proposals should not go ahead unless as part of the scheme a cycle footway is provided on Network Rail land alongside Cowley Road. The scheme needs a safe route for cyclists and pedestrians; the Cowley Road footpath as proposed would have the entrances across it. • The strategy must focus on connectivity with key destinations lying to the south and north, including accessibility to CNFE itself and as part of the wider

	corridor, including the link between Waterbeach new town (via Jane Coston Bridge) and the city centre. In addition, the opportunity for linking the Chisholm Trail northwards through CNFE to the Milton Country Park via the rail corridor should also be taken.
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding the approach to transport. The issues have been informed by new evidence in the form of the Ely to Cambridge Transport Study. Further work is also being undertaken to inform the draft Area Action Plan. Views are sought on a range of connections that could be enhanced.

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

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q41a Sustainable design & construction & flood risk – Option a (Support)	• Development should not be more expensive than elsewhere in the City. Should comply with policy which complies with NPPF or other national standards. • Anglian Water support option (a) which proposes that the CNFE area relies upon Local Plan polices related to climate change and sustainable design and construction.
Q41a Sustainable design & construction & flood risk – Option a (Object)	• • Support Option B.

Q41a Sustainable design & construction & flood risk – Option a (Comment)	• Due to the constant changes in Building Regulations requirements and with regards to sustainability, standards targets are unrealistic at such an early stage of policy formation. The relevant Building Regulations standards will be imposed at the point of delivery on the ground. • Support for Option A. Creating a specific and potentially more onerous policy framework for the CNFE would be strongly objected to by St John's College, assuming that their landholdings would fall within the Plan area. • Rely on Local Plan policies related to climate change and sustainable design and construction.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q41b Sustainable design & construction & flooding – Option b (Support)	• This is the future so let's do it now. • In view of the low-lying nature of this area and the flood map which shows very flood-prone areas just between here and the river, it is essential that SuDS do not discharge water into the ground. There are gravels under the wider area which have been extracted in places, and water runs under the railway and out at ground level on Chesterton Fen in places. As much rainwater as possible to be used on-site. • The Area Action Plan does not mention stormwater retention, balancing ponds to achieve greenfield runoff (or sewage farm runoff) rates etc. This must be addressed. • Support the proposal for redevelopment in the vicinity to be above the existing standards identified within the Local Plan policies. SuDS should also consider the improvement of water quality as a key feature. • BREEAM is the standard CNFE should be working to. • Support for proposals to develop policies for renewable and low carbon energy generation and sustainable design and construction. Recommendation that these should be

	worded to ensure benefits for the natural environment are maximised. • Support. Given the reputation of the adjoining Science Park and the likely employment uses within CNFE, it is considered that aspiring to high levels of sustainable design should be expected, although this may in itself be driven as much by occupier demand as policy.
Q41b Sustainable design & construction & flooding – Option b (Object)	• Adds further onerous requirements to costs. Should comply with policy which complies with NPPF or other national standards. • Anglian Water support option (a) which proposes that the CNFE area relies upon Local Plan polices related to climate change and sustainable design and construction.
Q41b Sustainable design & construction & flooding – Option b (Comment)	• Concern that this is a Flood Zone 1 area. • It is vital that rainwater run-off is controlled and contained such that it does not seep through the underlying gravels to flood the residential and industrial properties on Fen Road to the east, which lie at a lower level. The groundwater is already very close to the surface on Fen Road and frequently floods. • Due to the constant changes in Building Regulations requirements and with regards to sustainability, standards targets are unrealistic at such an early stage of policy formation. The relevant Building Regulations standards will be imposed at the point of delivery on the ground. • At present the proposal to develop a bespoke sustainable design and construction policy for CNFE through Option B seeks a minimum BREEAM standard of 'excellent' for all 'new non-residential development' under point (a). As 'new non-residential development' would include future mineral and waste applications, where operations can be designed without the need for a building, question whether a minimum standard of BREEAM excellent is relevant in these circumstances? As such we would recommend that point (a) is reworded to make reference to non-residential built development in the form of offices and industrial units etc. which excludes mineral and waste uses • Support exploration of bespoke policies for CNFE subject to viability.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q41c Sustainable design & construction & flood risk (Comments)	• The Area Action Plan does not mention stormwater retention, balancing ponds to achieve greenfield runoff (or sewage farm runoff) rates etc. This must be addressed. • Due to the constant changes in Building Regulations requirements and with regards to sustainability, standards targets are unrealistic at such an early stage of policy formation. The relevant Building Regulations standards will be imposed at the point of delivery on the ground. • The Area Action Plan should rely on policies in the emerging Cambridge Local Plan 2014 (proposed submission), as these will have been subjected to independent scrutiny by the Local Plan Inspector. There is no basis for more exacting standards being applied in the case of development within the CNFE area. • In view of the low-lying nature of this area and the flood map which shows very flood-prone areas just between here and the river, it is essential that SuDS do not discharge water into the ground. There are gravels under the wider area which have been extracted in places, and water runs under the railway and out at ground level on Chesterton Fen in places. As much rainwater as possible to be used on-site. • The Area Action Plan does not mention stormwater retention, balancing ponds to achieve greenfield runoff (or sewage farm runoff) rates etc. This must be addressed. • Anglian Water support option (a) which proposes that the CNFE area relies upon Local Plan polices related to climate change and sustainable design and construction.
Councils' response to	Views are sought in the Issues and Options 2019 consultation regarding the approach to sustainability standards and SUDS.

Questions 41a – 41c	

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q42 Renewable & low carbon energy generation (Support)	• It has to be done to protect the future. • It would be irresponsible to ignore energy efficiency and generation with new buildings. • Site wide provision of energy generation gives economies of scale but needs careful consideration re technologies promoted to ensure no adverse impacts. Anaerobic digester proposals must fit with surrounding uses. • These types of schemes need encouragement. • Support for proposals to develop policies for renewable and low carbon energy generation and sustainable design and construction. Recommendation that these should be worded to ensure benefits for the natural environment are maximised. • CNFE may present opportunities for a site wide approach to renewable and low carbon generation. It may be that this is not completely site wide, but it should certainly be considered for substantial areas, for example, combined heat and power plants. While phasing may be challenging in terms of capacity in the early stages, consideration to such provision should be made. • With regard to waste processing facilities, further work in this respect would be supported.
Q42 Renewable & low carbon	• Some sort of CHP plant may be appropriate. However, a municipal organic waste processing could be a very antisocial neighbour - put these away from residential areas.

energy generation (Comment)	• Objection to anaerobic digestion facilities (option B) as these can be very smelly. Support for every building having integral solar PV generation tiles, high quality insulation and double glazing. • Developments should be required to meet the current Building Regulations standards at the point of delivering the development. The removal of the requirement to achieve a 10% reduction due to Low or Zero Carbon standards (LZC's)/passive solar design is however welcome. It would be useful to clarify what is meant by suitable LZC's for the area. All technologies should be technically and economically viable. • The requirement for new waste management processing facilities to carry out a feasibility study for the potential for anaerobic digestion is onerous and inappropriate. The waste management uses proposed for this area through the adopted Cambridgeshire and Peterborough Minerals and Waste Plan are a Household Recycling Centre (dealing with bulky household waste items) and a permanent inert waste recycling facility; neither of these facilities would be treating organic municipal waste. The only suitable location for anaerobic digestion would appear to be the Water Recycling Centre where sludge treatment works, involving the importation of sludge from elsewhere, is already in place. • Support approach but object to anaerobic digestion in this location due to potential impacts on quality of new community and amenity. • There is no reason why the Area Action Plan should not reference the potential desirability of an area-based approach towards renewables and low carbon energy generation. However, it may be inappropriate to be overly prescriptive on this particular issue
Council's response	Views are sought in the Issues and Options 2019 consultation regarding the approach to sustainability standards and SUDS.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q43 Health Impact Assessment (Support)	• Sensible and an example for the future. • Approach is supported for residential and office/industrial built development; However, prudent to require a Full Health Impact Assessment for all residential development given the mixed use of the area, especially if residential development is located in proximity to the Water Recycling Centre and/or aggregates railheads and other uses which have the potential to give rise to amenity issues. • In the case of future minerals and waste development on CNFE, where activities may largely be conducted outside of a building and are considered compatible with the existing surrounding minerals and waste uses, this should be acknowledged within the proposed approach. It is therefore recommended that the proposed approach is strengthened in relation to residential development and remains as identified for office type built development, with an acknowledgement that minerals and waste uses are excluded from this requirement. • The requirement of requiring a health impact assessment is supported. • The concept of requiring a Health Impact Assessment accords with the South Cambridgeshire local plan (current and proposed) and with the Cambridgeshire Health and Wellbeing Strategy. • Support - Support. The odour footprint needs to be updated following the recent investment in the Water Recycling Centre so that the information and odour zones are up to date.
Q43 Health Impact Assessment (Object)	• The requirement for a Health Impact Assessment is overly onerous and is not currently required, or proposed to be required, by Cambridge City Council. The CNFE area is a part of Cambridge City and it is not considered necessary to introduce additional requirements for the production of HIA's in support of planning applications. The production of HIA's incurs additional costs/time which will not assist developers to efficiently deliver the necessary projects required to regenerate the CNFE area. Local Plan polices/EIA requirements already result in the provision of sufficient supporting information for planning applications.
Councils' response	Health issues are addressed in the Issues and Options 2019 consultation.

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q44 Alternative policy approaches (Comment)	• Bramblefields and Jersey Cudwell need to be protected. • A redevelopment Option 2a, as submitted in answer to Q14 of this consultation, should be considered. Option 2a facilitates a significantly greater number of dwellings near the station, increased Offices/R&D provision with associated increase in job creation and an increased amount of new informal open space. The land is utilised more efficiently, with a balanced mix of land uses at densities which make the best use of the highly sustainable location. A hotel is proposed adjacent to the station and overall early delivery remains achievable. The submitted plan provides further detail.

Chapter 9 – Question 45 (Development Management policies)

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q45 Development Management	• There should be frequent and reliable bus, cycle and pedestrian access to the new Cambridge North station to encourage all residents of North Cambridge to leave cars at home.

policies (Comment)	• A footpath (plus possibly cycle path) from the station to Green End Road would help many local residents to reach the station on foot (or cycle). • Provision must be made for all Cambridge residents to be able to access the new station by public transport. • Consideration must be given to the Private Rented Sector (PRS) market and the contribution which it can make to the successful regeneration of the CNFE area. The Local Plans do not provide sufficient policy support for the provision of PRS and it is essential that the Area Action Plan addresses this shortfall. There is an ever-increasing market demand for PRS and it will play a key role in meeting the housing shortfall in Cambridge City and the surrounding area. The CNFE area provides a unique and sustainable opportunity to accommodate PRS schemes and the Area Action Plan should reflect this. • Phasing of development and the need to review the Area Action Plan should development not be meeting with market demands. • Include an Appendix which might list all of the policies in the adopted Local Plan to which regard will need to be had when individual applications are made for development within the CNFE area. • Best practice design for cycling in new developments is fully outlined in Making Space for Cycling, a national guide which is backed by every national cycling advocacy organisation (see http://www.makingspaceforcycling.org/). Support for incorporating the design principles outlined in this document into the planning process for the CNFE Area Action Plan. • Appendix 2 includes 'Cambridge WRC: Comparative Odour Potential Assessment 2014'. This should be removed from the Area Action Plan. It is not an appropriate guide to the encroachment risk posed by potential new development as it is based on indicative emissions rates for the type of processes that will be installed. Once the new plant is commissioned and actual emissions can be measured, we will be able to model the odour impact with more certainty. The Odour Dispersion Modelling Report dated August 2012 is the only applicable evidence to inform the Area Action Plan on this issue. • This document does not adequately address the issues of formal open space provision for sport. Depending on the number of residential units proposed, there will be a policy requirement to provide formal recreation space for outdoor sport to local policy standards. On a tight urban site such as this it may not be appropriate to provide such facilities on site, but provision should be made for suitable off-site

	provision to meet the need generated by the new residents of this area. • The site must be viewed as one comprehensive scheme, carefully planned and phased, with opportunities taken to maximise the capacity of the site but in a sustainable way. Much of the phasing and works will be market driven as and when demand is available and there needs to flexibility to recognise this, certainly around the timing of various elements and possibly over time of land use allocation. This should, however, reflect a medium to long term view, not short term. • The transport strategy is a key part of this and this extends beyond the Guided Busway and the railway station, which provide an excellent foundation in this respect. Piecemeal and incremental infrastructure improvement should be avoided to bring the whole site forward in a timely and cohesive way
Councils' response	Views are sought in the Issues and Options 2019 consultation on a range of policy options, and this issue will require further consideration when drafting the Area Action Plan.

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

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q46 Infrastructure (Support)	• Support for this option
Q46 Infrastructure (Object)	• Need to identify: infrastructure requirements; and viable and appropriately phased funding streams. • More specific approach required, in particular with the consolidation/relocation of the Wastewater Treatment Works (WWTW)

Q46 Infrastructure (Comment)	• Delivery of the Area Action Plan needs to minimise the upfront infrastructure costs associated with the early phases of the CNFE to improve overall deliverability. • Obligations need to be clearly set out to ensure parity with the site and the city • Consideration of the aggregates railhead should be included in Area Action Plan.
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding the approach to infrastructure delivery.

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

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q47a Phasing & delivery approach – Option A (Support)	• General support for Option A
Q47a Phasing & delivery approach – Option A (Object)	• Support Option B • Option A will encourage ad-hoc development with best options for the early phase and less viable options for later phase
Q47a Phasing & delivery approach – Option A (Comment)	• Without proper infrastructure in place with new development existing traffic using the area will be affected

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

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

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

Question	Key Issues from CNFE Issues and Options consultation 2014
Q47b Phasing & delivery approach – Option B (Support)	• Support for Option B • Good master-planning needed including 'participatory master-planning' and urban design best practice • Need an integrated approach with all upfront design and clear financing agreed
Q47b Phasing & delivery approach – Option B (Object)	**Option B:** • a more drawn out process • Abrogates framework to potential private developer and amendments to Area Action Plan. • could severely impact on delivery of vision and objectives for the CNFE **Masterplan** • The requirement of 1st planning application / phase 1 to produce a masterplan for the whole APP is overly onerous, hindering phase 1, deliverability and reducing flexibility. • Required masterplan for the whole area unnecessary • Difficult to understand why a developer of any area of land within the Plan should be made responsible for providing a masterplan for the whole of the area. **Phasing** • Phase1 should demonstrate that it can integrate with future phases of development and policy should be flexible enough to facilitate this. • Phasing plan unnecessary • Unclear where the first phase of development will take place • No information regarding phased approach to the development.

	• The redevelopment options are not phasing plans **Development framework** • The development framework should be provided within the Area Action Plan, with apportionment of infrastructure requirements identified. • The Area Action Plan should provide the principles for a development framework against which a specific phase of redevelopment can come forward as part of its own individual, detailed planning application. **Other** • The Council need to ensure that all of landowners have been fairly and comprehensively consulted.
Q47b Phasing & delivery approach – Option B (Comment)	• Without proper infrastructure in place with new development, existing traffic using the area will be affected
Councils' response to Questions 47a – 47b	Views are sought in the Issues and Options 2019 consultation regarding the approach to phasing.

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

Do you have any comments on Plan Monitoring?

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q48 Plan monitoring (Support)	• Support (1)

Q48 Plan monitoring (Comment)	• CNFE within a statutory safeguarding aerodrome height consultation plan; the MOD requests being consulted with any planning applications within this area to ensure no development exceeds 15.2m to ensure tall structures do not disrupt or inhibit air traffic operations on site. • Monitoring needs to be quantifiable and clearly demonstrable if policies are delivering objectives and City's needs. Failure to meet objectives should lead to alternative development options being considered.
Councils' response	This will be an issue for further consideration when preparing the draft Area Action Plan.

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

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

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

Question	**Key Issues from CNFE Issues and Options consultation 2014**
Q49 Other comments (Support)	• Serious public money needs to be invested. • Inaccessible location • Anglian Water sewage works and railway sidings hampers development potential • Power line would need to be removed. • Relocation of Stagecoach needed. • New station could increase traffic. • Brookgate would have to develop site in a way that would work coherently with potential future development in the area. • Transport links would need to be improved.
Q49 Other comments (Comment)	**Facilities/land uses** • Sewage works should remain • Area between rail line and river should be also be considered • New uses proposed will be incompatible with existing uses which do have more potential • The Household Recycling Centre is not supported.

	• Previous investigations have failed to find an alternative site for the Wastewater Recycling Centre, further investigation needs to take place. **Amenity** • Concern over loss of amenity with aggregate lorry unloading/movements • The impact of the proposed transport interchange and the development of residential and commercial properties on neighbouring villages have not been assessed. However, there is a real potential cost to the neighbouring villages in terms of road usage and congestion as the CNFE development proposed will have a significant adverse effect in congestion, pollution and general loss of amenity. **Transport** • Local road needed for aggregate lorries supplying A14 improvements • Delivery of essential transport infrastructure is in doubt • Bridge over railway line needed linking Fen Road, improving access to Chesterton and Fen Road level crossing can be removed. • All options lead to increased traffic in Cowley Road. • Public transport accessibility must be central to the site. • The plans need to be extended to include provision for better public transport and roads within a semi-circular radius of 10 miles from west to East adjoining the CNFE site. **Phasing** • Without early re-development of the area around the new station the re-development of CNFE cannot be achieved • Delivery of new offices and R&D facilities needs to be flexible in order for it to come forward earlier than anticipated **Other** • Better illustration of the document's objectives needed • Area is blighted by physical severance caused by infrastructure; this fragmentation needs to be overcome • Need to include clear references to the opportunities to link CNFE area with Waterbeach New Town • CNFE redevelopment is highly important for long term growth of Cambridge. **Strategy/Delivery**

	• Fragmented ownerships / multitude of occupiers absolutely necessitate that interests are aligned behind common strategy. • Lead developer / development agency essential to co-ordinate comprehensive masterplan approach and ensure viability. • Clearly both future location / operations of Anglian Water and extensive land holdings of Network Rail are fundamental - impacting development potential. **Design** • Existing environmental constraints need to be converted into opportunities. • Including a strong edge to the city in order to buffer the A14. • Site should be achieving sufficient critical mass to relocate WWTW and provide access to, and mutual support for high-quality landscapes around it including the river meadows and Milton Country Park. • A comprehensive plan for a network of streets of appropriate character should ensure that existing bottlenecks on Milton Road do not constrain development. • Critical that area around new railway station is developed - with excellent access, to avoid prejudicing wider regeneration
Councils' response	Views are sought in the Issues and Options 2019 consultation regarding a range of issues reflecting the revised vision for the area.

Consultees at Issues and Options 1 (2014)

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

Duty to co-operate bodies

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

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

Specific Consultation bodies

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

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

Councillors and MPs

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

Community Organisations

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

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

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

Environmental Groups

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

Major City Businesses and Networks

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

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

Education

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

Local Residents Associations/Groups

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

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

Key Delivery Stakeholders

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

Landowners

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

Developers/Agents/Registered Providers

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

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

Other

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

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

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

1. About the consultation

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

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

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

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

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

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

Representations were submitted using:

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

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

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

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

2. Summary of representations and responses to each question

Chapter 1 – Question 1 (Naming the Plan)

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q1 Naming the Plan (Support)	• Railfuture East Anglia - Supports a NEC identity with strong, identifiable districts. These should also be 'transit based' and become poly centric. • A new, simple name is appropriate given the inclusion and integration of the Business Parks and new development proposals, thus avoiding confusion with previous 'fringe' moniker.
Q1 Naming the Plan (Comment)	• College of St. John, Cambridge - A new continued Area Action Plan name will carry a certain weight. • U+I Groups PLC/Trinity College, Cambridge - Need a collective term for the area, possibly reflecting its relationship to science / technology / innovation, while acknowledging that sub-areas of the site may emerge. • Once a new name is suggested it should be continued throughout the Area Action Plan process. • What is the reason for the name change? • 'Fringe' was catchier.

Chapter 3: Question 2 (Area Action Plan Boundary)

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q2 Area Action Plan Boundary (Support)	• Cambridgeshire County Council - Given the transport and infrastructure needs now and, in the future, it is essential to consider maximising the opportunities for the area holistically. • College of St. John, Cambridge - Appropriate to widen site to include Science Park given significant change taking place. • The Crown Estate - Support the proposed boundary and the inclusion of the Science Park**.** • Makes sense to include the Science Park, given the large amount of current development and the associated traffic arising from it. • Transport access need consideration. • Yes, to allow for zero carbon development and little private vehicle use. • Yes, as we need to protect Green Belt. • Allows for a mixed use, integrated development not dependent on a single use. • Yes, right not to include Gypsy and Traveller sites, but must provide access.
Q2 Area Action Plan Boundary (Object)	• The Wildlife Trust - Corridor must be included to provide greater scope for local provision of sufficient strategic green infrastructure and biodiversity offsetting. • Railfuture East Anglia - The exclusion of Fen Road East and River Cam towpath between the level crossing and the A14 river bridge will prevent access to the riverbank. The G&T site omission is not socially or physically inclusive. • Cambridge Past Present & Future – Including the area east of the site, (railway line to the river) recognises potential for wildlife and ecological enhancement. Access to river needed, though railway may constrain. • Include railway to river, entrance to Kings Hedges Rd, CRC, closure of level crossing and provision of a road over railway to include G+T site inclusion and allow effective train service.

	• Why can't the Science Park be included in due course? • Chesterton Fen has a different character and should therefore not be included. • Object due to increased traffic
Q2 Area Action Plan Boundary (Comment)	• Environment Agency – including Fen road area could provide a mechanism for wider community flood risk benefits though the provision of mitigation measures. • Histon Road Residents' Association – Will areas just beyond the boundary also be improved? • U&I/St. John's College, Cambridge/Trinity College, Cambridge- Cambridge Regional College (CRC) should be included in the Area Action Plan, as educational facilities are crucial to future of area as both CRC and site will impact the others. CRC can also be utilised with implementation, such as apprenticeships. CRC cooperation can also inform discussions on transport needs and infrastructure. • Ridgeon's Timber & Builders Merchants, Veolia and Turnstone Estates - Relocation opportunities for existing established businesses should be in close proximity. • Include land east and north of site for access to green infrastructure. • The neighbouring area east of railway line needs consideration as it is cut off by the level crossing. Extending the area boundary could help share the benefits. • Two separate projects (CSP, CNF) have significant dependencies, so should not separate. • Should include other areas like Milton County Park and industrial areas north of A14.

Chapter 4 – Question 3 (NEC Today)

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

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

- Comment – 11

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q3 Physical Characteristics (Support)	• Consensus that the main constraints are acknowledged.
Q3 Physical Characteristics (Object)	• Traffic and infrastructure constraints need to be identified, given the scale of development and proposed access. • Secondary schools are wrongly mapped. • Routing of buses to Cambridge North needs further consideration. Routes other than busway are important.
Q3 Physical Characteristics (Comment)	• College of St John, Cambridge - No reference is made to the A14 and the elevated nature of that route at the A10 roundabout as it remains an important gateway approach towards the City. The Odour Report that has recently been published does not preclude development subject to technical assessments. • Ridgeon's Timber & Builders Merchants/Veolia and Turnstone Estates - it would be beneficial for additional information to be provided regarding environmental constraints associated with both businesses' operations e.g. noise, air quality, odour. • U+I Group PLC – Need to include more information about the broader composition of site areas and environmental constraints such as: employment space and numbers, car parking, mixes of uses, open space, noise air quality, habitats etc. This will inform strategies such as highway trip budget, employment strategy, connectivity and green infrastructure etc.

	• Shelford & District Bridleways Group – Equestrian access is currently available at Milton Country Park. • Trinity College, Cambridge – Should more fully reflect the strategic walking and cycling routes around the Cambridge Science Park, which contribute to a high quality public realm that will attract park usage, such as the loop-road through the central park and the 'plaza' link from the CGB route to the south east of CSP. • Bus depot is a constraint and needs a suitable relocation. • Current permeability of walking / cycling is major physical barrier. • Milton Rd constrained by inadequate public transport. • Need to ensure new residential areas are not adversely affected by possible noise or poor air quality issues caused by A14.

Chapter 4 – Question 4 (Existing constraints)

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q4 Constraints (Object)	• Hurst Park Estate Residents' Association / Milton Road Residents Association – Location next to A14, and impact

	of air quality and noise issues needs further consideration. Consider noise barriers. • Ridgeon's Timber & Builders Merchants / Veolia and Turnstone Estates - Noise, air quality and odour may pose a significant constraint to development of the surrounding area due to the nature of existing businesses in situ. Relocation opportunities for existing established businesses within the area must be in close proximity. • Brookgate Land Ltd – object to lack of consultation on Odour assessment of existing Waste Recycling Centre • Adverse effects of WTC relocation need rigorous considering in terms of alternative site, flood risk, vertical height difference; effects on communities near the new site; effect on the green belt and the environment. • Constraint of Fen Road railway crossing should be identified. • Transport capacity is also a constraint, and road traffic could impact on air quality.
Q4 Constraints (Comment)	• Historic England – Welcome townscape and landscape improvements. Should also reference potential impacts to Fen Ditton and Central Cambridge Conservation Areas and wider areas. • Environment Agency – Flood risk is a key consideration due to climate change. Suitability of relocation sites for the WRC should be picked up through a water cycle strategy. Contamination will also need to be addressed at the implementation stage. • Natural England - This Development will present a positive unique opportunity to create frameworks that enhance, extend and protect significant green infrastructure in areas such as Bramblefields Local Nature Reserve, the protected hedgerow on the east side of Cowley Road (City Wildlife Site), the First Public Drain wildlife corridor and many other habitats.

	• Anglian Water Services - Draft Area Action Plan should make clear what odour information is expected to be relied upon in advance of relocation. • CPRE – WRC should not be located on a greenbelt or Greenfield site. Development should not be detrimental to the surrounding countryside. • U&I Group Ltd - There is no reference to Archaeology and Heritage. The intention for taller buildings will need to be more widely considered in respect of longer-distant views and townscape issues and implications for Air Safeguarding Zones. Policy should also seek to underground overhead power cables that run across site. • Railfuture East Anglia **–** Fen Road Level Crossing constrains North Station services, so should be closed and replaced with a pedestrian / cycleway underpass and an additional road bride to relieve traffic. • Trinity College, Cambridge **–** Constraints require baseline assessments and mitigation proposals to determine appropriate scale. • Has the location for the WRC been identified? There are many issues that need to be addressed regarding the relocation. e.g. contamination. • How do proposals fit with existing GCP plans for Milton Road? • The level crossing is a major constraint as limits traffic flow and train capabilities. • Transport and connectivity are a social justice constraint and must be made more efficient. Physical constraints must be made explicit and factored in the design, i.e. new A14 junctions, Milton Rd capacity.

Chapter 5 – Question 5 (Future Vision for the North East Cambridge area)

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q5 Proposed Vision (Support)	• Natural England/The Crown Estate/Railfuture East Anglia/College of Saint John, Cambridge/Ridgeons Timber & Builders Merchants and Turnstone Estates/Brookgate Land Ltd – Support overarching Area Action Plan vision and objectives. • Veolia and Turnstone Estates – Vision may need modification if Veolia remain on current site. • U+I Group PLC – General support, with the inclusion of 'cultural' in the vision wording. • Support emphasis on low carbon, living and working close to home, transport improvements, and inclusivity.
Q5 Proposed Vision (Object)	• Everything on your doorstop' claim misleading as no mention of schools, doctors, chemists, banks. • More emphasis needed on cycling and public transport. • No reason the vision cannot state 'zero-carbon' / ecologically / environmentally sensitive.

	• 'Inherently walkable / on doorstep' statements too specific/unrealistic. Consider changing to 'highest attainable / striving for…' • Two distinct areas, so vision impossible to be coherent. • How can the vision seriously be considered inclusive when it excludes the G+T site?
Q5 Proposed Vision (Comment)	• Environment Agency – Suggests adding wording that reflects the partnership needed between LPA planning, waste management planning and statutory consultees to deliver site. • Consider including education / social housing / resisting commuter towns / G+T community within statement. • Support emphasis on low carbon, transport improvements and inclusivity.

Chapter 5 – Question 6 (Overarching Objectives)

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

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

Main issues in representations:

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

Question	**Key Issues from Issues and Options consultation 2019**
Q6 Overarching	• Cambridgeshire County Council – Mineral railheads enable the objectives to meet the strategic needs of the

objectives (Support)	City explicitly by enabling the continued use of mineral railheads. Uses located near railheads will be priority. • Natural England – Objective 7 and the focus on an environmentally green infrastructure framework welcome, as will ensure services to scale. Scale should not be constrained to district but benefit the wider area. • Anglian Water Services – Objective 7: SuDS integration welcomed. Would be helpful to make clear that SuDs is not limited to green spaces as suggested in the text. • The Crown Estate - Welcomes the shift from employment-led regeneration to intensified mixed use. • Railfuture East Anglia - Agrees with broad approach. • Objective 4 particularly supported. [maximising and integrating with public transport, walking and cycling infrastructure]." • Zero-carbon focus welcomed and critical in contracting and monitoring of the site and not just be 'nice to haves'. • Support items 3 [walkable with sustainable transport] and 7 [green spaces / biodiversity / SuDS drainage at core]. Distinction needed as walking not the same as cycling. • Particularly support Objective 18. Density is a concern given economic pressure so development must be spread out. • Only achievable with high quality design and low car use. Roads should be on periphery to ensure non-car use.
Q6 Overarching objectives (Object)	• The Wildlife Trust – The biodiversity aim in Objective 7 unlikely to be met without the inclusion of a green corridor • Historic England – No mention of historic environment: conservation areas, listed buildings townscape and/or skyline. Objective 9 needs to add reference to vernacular / buildings / materials etc. • Creating more jobs would only intensify traffic on A14 and A10 and create noise and pollution. Employment intensification better suited where there is an excess of residential, such as Cambourne. • Additional objectives should be added to ensure NEC doesn't replicate horrid development in CB1 station.

	• Objective needed to prevent overlying homes. We want houses not tenements or blocks of flats. • The 2050 target for zero carbon is too long to tackle climate emergency. 2030 is more appropriate. Economic growth objectives will only make zero carbon even harder to attain and may even make it worse. • Objectives just sound like developer talk to allow maximum profit / desktop aspirations doomed to fail. • The 'strong identity' claim will fail as the site is clearly two distinct places separated by Milton Road.
Q6 Overarching objectives (Comment)	• Woodland Trust **–** Support objectives 6 and 7. Net gain must create a network of natural greenspace. • Environment Agency **–** We would add wording that acknowledges WTC relocation will contribute to mitigation of climate change. • Ridgeons Timber & Builders Merchants & Turnstone Estates / Veolia and Turnstone Estates – Careful consideration needs to be given to existing established businesses in the local area. • U+I Group **-** The addition of the words 'Natural Capital' might benefit Objective 7 further. • Shelford & District Bridleways Group **–** Objective 4, 5 and 10 would benefit from including and highlighting equestrian/horse-riding benefits. • Brookgate Land Limited **–** Objective 18 should be bolder as it is a large brownfield site with excellent public transport and potential to be highly sustainable. • Trinity College, Cambridge **–** Objective 3 needs to be bolder and embrace innovative ways of travelling beyond the motor vehicle. Objective 12 should be broader to allow future economic growth rather than constrain it. • Hurst Park Estate Residents' Association **–** Need reassurance on how developers will be prevented from justifying a loss of public space, quality design and build.

	• A 'diverse range of quality jobs' is not that if all jobs are cerebral/desk and lab based. • Need a genuine public-owned and operated area that allows unrestricted movement. • More sustainable transport options are needed to reduce car dependency aims. • Need objective that excludes concrete to allow for zero carbon goals.

Chapter 6 – Question 7 (Indicative Concept Plan)

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q7 Indicative Concept Plan (Support)	• St Johns College, Cambridge – Supports St Johns Park as an 'opportunity for employment densification' and transport linkages where they are capable of delivery. • Anglian Water Services Ltd **–** Supportive of the Concept Plan as long as it aligns with feasibility assessments. • Railfuture East Anglia - Support overall approach. • Brookgate Land Ltd **–** Support residential-led mixed uses but need to stress map is conceptual rather than prescriptive. • Environment Agency / The Crown Estate **–** We support the green infrastructure approach and water management

	network to reduce flood risk through innovative opportunity areas. • Macro approach works but do not get lost in the detail trying to design things in and out (walkability vs car use). • Plenty of new green spaces, such as a non-negotiable 'district scale' green space with improved permeability and enhanced opportunity for walking and cycling. • Roads should be designed on the edges to encourage quicker and easier walking and cycling journeys.
Q7 Indicative Concept Plan (Object)	• Ridgeons Timber & Builders Merchants & Turnstone Estates – Business operations on both industrial estates are not compatible with residential use. Therefore, we do not support residential mixed-use allocations unless Ridgeon's can find a suitable alternative (north east corner of the site a possibility). • Ignoring the community next door while proposing an integrated community? • There should be a road bridge over railway north of the station and be capable of taking heavy goods vehicles. • The 5-minute walk around North Station ignores that it requires walking over the railway line. • Locate the centre towards the access road, incorporating North Station development to create a 'destination'. • Concept plan severely lacking in green infrastructure and biodiversity gain. Add the river corridor to increase scope. • Where is the wonderful high-quality green route from Cambridge North to the Science Park going to be? • Transport and visual impact will have adverse effects on B1047 and High Ditch Rd in Fen Ditton and Ditton Meadows. • No scope for further residential development without major change of use from commercial to residential between Seeleys Court and the Science Park. • Wishful thinking will not make NEC inherently walkable as cars too critical, as are the reality of visitors. • The concept plan is confusing due to lack of labelling. Needs clarification and further consultation.

Q7 Indicative Concept Plan (Comment)	• Tarmac Ltd – It is important that the rail fed asphalt plant and aggregates depot (adjacent to proposed residential development) is safeguarded under policy CS23 of the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy. • Orchard Street Investment Management – Difficult to see how existing companies located in the area (due to transport links and proximity to the City) can be relocated without being prejudicial to their continued success. • Cambridgeshire County Council – CP needs to be revised as areas designated as opportunities for mixed use and retail development adjoins railheads within the Transport Safeguarding Area and may be prejudicial to their operation. • U+I Group PLC – Due to lack of supporting studies, map can only be read as indicative. We are unsure this map is optimal. Cambridge Business Park should be shaded as an 'Opportunity for Employment Intensification' and CRC included as an 'Opportunity for Education Intensification'. • Shelford & District Bridleways Group – CP should include equestrian provision. • Veolia and Turnstone Estates – Our operations are incompatible with the indicative Concept Plan (noise/air quality etc.). Unless an appropriate relocation site is found, the Concept Plan should be amended to reflect remaining on site. Further studies are integral to this map. • Trinity College, Cambridge – The mixed-use centre should be located near to where the planned Trinity College 'hub'. We acknowledge green connections may have to be delivered in a phased manner. • A native community tree nursery should be started. • Suggest you include permeability for walking and cycling though the business park with green corridors.

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

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q8 Creating a Mixed-Use City District (Support)	• Cambridgeshire County Council – Support as identified in Ely to Cambridge Transport Study. • Anglian Water Services Ltd – Support with continued partnership with City Council, SCDC and Cambridgeshire County Council. • Railfuture and East Anglia / Brookgate Land Ltd / U+I Group Plc – We support this notion to create an intensified, effective area [U+I] subject to a suitable relocation of WTC [Brookgate] as it increases job and homes efficiency in a sustainable way while attracting ancillary uses to come forward. • Trinity College, Cambridge – We support mixed use and non-car sustainable transport focus which encourages people to live close to work. • It makes sense to add more housing where employment and leisure opportunities are.

	• Relocating low density industrial uses enables desirability and removes the negatives associated with heavy vehicles. • The current road and existing mix of uses (e.g. a small cycle shop to a massive bus depot) creates barriers to walking / cycling permeability – from the cycle shop to a bus depot. Let's start again from scratch.
Q8 Creating a Mixed-Use City District (Object)	• Orchard Street Investment Management **–** Proposed development would displace critical industrial provision already on site and create an overreliance on high tech industries. Cambridge needs to be able to provide a range of jobs for a range of skillsets. • Cambridge Past, Present and Future **–** Higher density can only be located in places that have been studied and evidenced, especially in relation to visual harm. • I do not agree with increasing the number of jobs in Cambridge. • It should be low density with ample green space and no overlaying of homes (flats/apartments).
Q8 Creating a Mixed-Use City District (Comment)	• Ridgeons Timber & Builders Merchants and Turnstone Estates / Veolia and Turnstone Estates **–**Existing businesses in the area need consideration as their operation requires possible relocation. No information has been provided on this matter. • Density, which is driven by profit, should be secondary to design in the neighbourhood. Design should incorporate walkability, equitability and habitable green space. • Areas close to North Station should be commercial/business. This would encourage station use and limit noise in residential areas as seen in CB1 area. • A genuine mixed-use development should have ample community and leisure facilities.

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

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q9 Nuffield Road redevelopment (Support)	• Cambridgeshire County Council – Support in principle but are awaiting highway trip budget study evidence so cannot comment further. • U+I Group PLC – Agree with relocating existing industrial uses depending upon an Industrial Relocation Strategy that justifies viable options. The north-east site area is not a viable option. • May resolve issues associated with heavy industrial traffic (noise/air quality / general environment) especially for Shirley School pupils and residents. Road redesign / extra provision may relieve pressure.
Q9 Nuffield Road redevelopment (Object)	• Dencora Trinity LLP – Object to the identification of Trinity Hall Industrial Estate as a residential led mixed-use scheme. • Jobs need to be inside the city. • Roads need to be redesigned to relieve traffic and promote inclusivity.

	• The recent consolidation of Ridgeons indicates a commercial preference for this site.
Q9 Nuffield Road redevelopment (Comment)	• Ridgeons Timber & Builders Merchants and Turnstone Estates – Ridgeons would need to be relocated as nature of this business is incompatible with residential. However, is a critical service so relocation is only appropriate with a viable alternative. • Cambridge Past, Present & Future – Use of brownfield is preferred, but concerns about being able to relocate existing businesses. • Trinity College, Cambridge – The focus of the area should be on the Science and Technology sector, high quality homes and supporting ancillary uses. • Need to consider appropriate long-term needs such as online retail growth, rising working from home prevalence and social housing needs.

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

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

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

Main issues in representations:

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

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

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

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q11 Other land uses in NEC (Support)	• New access Road via Cowley Rd, closing the level crossing on Fen Rd, so more trains can stop at North Cambridge Station. • Residential, business, recreational, community spaces well-proportioned for foot and cycle traffic. • High density residential zone with generous large green spaces.
Q11 Other land uses in NEC (Object)	• Dencora Trinity LLP **–** Object to Trinity Hall Industrial Estate as a residential mixed-use scheme.
Q11 Other land uses in NEC (Comment)	• Cambridgeshire County Council **–** Joint SCDC and City Transport evidence is not yet concluded. Therefore, no comment can be made at this time. • Barton & District Bridleways Group **–** Equestrian provision due to lack of safe off-road routes. • Ridgeons Timber & Buildings Merchants and Turnstone Estates / Veolia and Turnstone Estates **–** Consideration needs to be given to existing critical and established businesses currently in situ, which require proximity to Cambridge, but are incompatible with residential land use. Relocation options need to be viable and convenient. • Cambridge Past, Present and Future **–** Community facilities such as nursery, community hall space, cafes which limits need to go offsite. Although this is already in CSP, Milton Rd constraints may require its replication.

	• U+I Group PLC – Scale of development requires a variety of sustainable facilities. • Trinity College, Cambridge – Policy should allow for flexibility in a wide range of supporting uses, but these will need to evidence on how it will support Area Action Plan objectives. • Green space: District sized. Lots of small neighbourhood parks (early in development not as an afterthought). Generous green corridors/commons (akin to Midsummer / Stourbridge / Ditton / Grantchester) for recreation and mental health. Need to assign these early or won't happen. As much as possible the area between the railway line and the river should be designated as a Riverside Country Park. • Community space matched to community and wider region, i.e. lecture halls / conference and meeting space / scientific facilities. Café. Space for early settlers to establish sense of identity and community, led by a community worker. Community space led by local needs not developers. Open in evenings. • Education: Secondary schools (as per County Council's own claims that 18-25 spaces for every 100 homes built). Secondary school omission prohibits community cohesion and increases traffic and pollution. Also new college site. • Leisure: Sports / Arts spaces / Events / Equestrian and bridleway provision. • Residential: Dense communal living. Well proportioned. • Retail: Markets / street trading including small economically viable shop units • Healthcare: GPs and pharmacy. • Design/Layout: to facilitate interaction to achieve community cohesion early in development.

Chapter 6 – Question 12 (District Identity)

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q12 District Identity (Support)	• Public area or arena for open air events: markets / culture / cinema. Could be free to encourage inclusion. • Uses and activities should be 'several per city' such as restaurants and pubs rather than 'one per city' e.g. an ice rink which will increase traffic. • Community Centre / Sports Centre. • Plenty of green spaces. • Uses easily accessible to allow Science Park employees to easily cycle / walk, especially during unusual hours.
Q12 District Identity (Comment)	• Brookgate Land Ltd / Trinity College, Cambridge – Uses and activities provided should allow flexibility but uses coming forward should align to the Area Action Plan objectives. • Cambridge Past, Present and Future – Undertake lessons learned study to understand site better.

	• Histon Road Residents' Association – Nurseries for Science Park staff. • U+I Group PLC – Development must provide free / subsidised / opportunities for nearby deprived wards. Meanwhile/worthwhile uses as a stopgap between leases to enable optimising sites for social/economic benefits. • Community Church / Community centre / Library / Playground / splashpad. Site is ideal for essential and accessible public art. • Zero-waste focussed shop to enhance 'green' reputation. • Preference for local business as Cambridge North is dominated by chains and does not promote a vibrant community. • Concerning lack of plans for a secondary school. How can 'walkability' and 'place making' be objectives without such an integral community-focused facility? • Road improvements that link to Cambridge North via non-car usage. Unlikely as Milton Road is so large and complex that the site will remain two separate areas. • Site should include flexible arts/creative indoor and outdoor spaces. • Cultural spaces should be small or large scale, aiming for local arts/audience or those from further afield. • Ensure current/ established activities are maintained.

Chapter 6 – Question 13 (Creating a healthy community)

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q13 Healthy Towns principles (Support)	• Cambridgeshire County Council – Support principles compatible with non-vehicular. Consideration needs to be given to schools to avoid adverse environmental issues. • Mental health and wellbeing ensured through site design. • Green spaces / walking space allows for rehabilitation and environmental benefits. • Create cycle-free pathways where people can walk, meander, connect with nature, exercise. • Only if motor roads are kept on perimeters of site allowing cyclists and walkers fall permeability. • A new leisure centre with sports facilities. Current offer is not convenient for CSP employees during lunchtimes.
Q13 Healthy Towns principles (Object)	• Low carbon emission and mixture of residential and business the priority.
Q13 Healthy Towns principles (Comment)	• Natural England – Strategic level of high-quality green space key to health and wellbeing. Provision should be proportionate to scale and protect designated sites. • Railfuture East Anglia – Yes and include pleasant / interesting active travel options (cycle and footways) leading and surrounding to North Station. • U+I Group PLC – Opportunity to deliver a sustainable and healthy community should be informed by a Health Impact

	and Needs Assessment that considers wider deprivation issues in neighbouring wards. • Shelford and District Bridleways Group – Area Action Plan should include equestrian / Bridleways provision. • Brookgate Land Limited / Trinity College, Cambridge – Healthy towns principles key but flexibility also needed in policy to allow for change in the future. • A community building will help deliver a range of health objectives as it can house a range of services. • The development should incorporate the WELL Community standards into its design to create a healthy community.

Chapter 6 – Question 14 (Cambridge Regional College)

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q14 Cambridge Regional College links (Support)	• Both CRC and Anglia Ruskin University must input into designing this community. • Skills development can be harnessed through working with both CRC and ARU.

	• CRC will become a cultural hub, so links are sensible.
Q14 Cambridge Regional College links (Object)	• An enhanced pedestrian and cycling corridor is needed between CRC and Innovation / business parks but users going to and from CRC will continue to use existing busway. Any enhancement must be high quality with few junctions.
Q14 Cambridge Regional College links (Comment)	• Railfuture East Anglia - Waymark cycle ways paralleling the busways from North Station to CRC together with a cycle way protected crossing at Milton Road. We suggest Cambridge North as a main transport hub. • U+I Group PLC - CRC should be included in the Area Action Plan to future proof its management and use and allow its skills offer to be harnessed. Its inclusion also permits access to green infrastructure. • Trinity College, Cambridge – Conversations must include CRC as they are biggest user of transport network and thus are a major stakeholder. • CRC should be a major partner in developing aspirations to create community identity. • CRC should be supplemented with a secondary school provision on site. • There should be a transit system from Cambridge North to CRC.

Chapter 6 – Question 15 (Building Heights and Skyline)

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q1 Building Heights (Support)	• Railfuture East Anglia / The Crown Estate – Quality designed, and employment focussed transport hubs are integral to high accessibility at and around North Station. The Area Action Plan should define the areas / criteria needed. • U+I Group PLC – Support densities in areas of greatest accessibility and amenity. Balanced evidence-based studies will meet these requirements. • Use medium / varied density like Eddington as a guide. • Design is key. CB1 and Great Northern Rd are not good examples (street canyons / wind tunnels / pollution).
Q15 Building Heights (Object)	• Cambridge Past Present, Future – The proximity to the rural settings of River Cam, Fen Ditton and Green Belt suggest that taller buildings may have an indirect negative impact on the wider area and historic core. • Brookgate Land Ltd – Support taller highly accessible clusters to create nodal points, landmarks, legibility and density. There would be no light impact on existing buildings and will release pressure from historic core of city while defining NEC as area with striking buildings. • Hurst Park Estate Residents Association – Although successful in Europe, the failure of CB1 indicates this not achievable in Cambridge as it attracts transient populations and produces adverse microclimates.

	• In Cambridge, only CB1and Hills Road is above 4 storeys and is overpopulated, noisy and an eyesore. Too many short-term lets and no feeling of place. • Fen Ditton and Ditton Meadows are key areas that are negatively impacted by building heights and transport. • The skyline is one of the key qualities of the area. Clusters of tall buildings will destroy this and violate river setting. Tall buildings also create an unwelcome aggressive environment and are affected by strong wind. Height should be no higher than 2/4 storeys to avoid urban canyons. Include pitched roof / roof gardens for cooler buildings rather than air conditioning.
Q15 Building Heights (Comment)	• Cambridge Past Present, Future **–** Too early to determine higher density needs without assessment, especially in relation to visual harm. • Campaign to Protect Rural England Cambridgeshire and Peterborough **–** Must not compromise views. Milton Road should not be surrounded by overbearing buildings. Height and scale should reflect employment needs. • Defence Infrastructure Organisation (M.O.D) – Development impacting upon Cambridge Airport requires MOD assessment (green/brown roofs (birds); solar panels (glare) and wind turbines). • Histon Road Residents Association – Where will high rise buildings be built and how many storeys? • Historic England – Lack of evidence-base means no comment can be made on height. Suggest performing Landscape Character and Visual Impact Assessments. • Trinity College, Cambridge – Support and efficient use of land to allow site to include major transport hubs. • Height no more than 6/8 floors and no individual or complex multi-storey tall buildings.

	• Height of buildings is less important than decreasing walking times and creating vibrant communities and more important than developer profit. • Proposed development will be size of Ely, yet there is no statement about density limits.

Chapter 6: Question 16 (Local movement and connectivity)

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

Summary of responses to Question 16

- Respondents – 39 in total to Question 16

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

Main issues in representations:

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

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

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

Question	Key Issues from Issues and Options consultation 2019
Q16 Local movement & Connectivity Option A – Strong East to West axis (Support)	• Support all Options A-E. Together will create a much greater sense that NEC is not car-friendly and is integrated through walking/cycling. • Needs all of the interventions to create strong links to walking/cycling and public transport. • Essential to get some kind of bridge over Milton Road, so that people can cycle from Station directly to Science Park and Regional College. • A better way across Milton Road for pedestrians and cyclists to and from the Science Park is necessary. • Support for Option A. • Crossing Milton Road is a slow nightmare – needs improvement. • East-West axis across Milton Road is essential. • A strong east/west axis is desirable to connect the Trinity Science Park to Cambridge North Station. The two lanes of traffic that stream into the Science Park in the morning will only be reduced if the rail alternative is made highly attractive. • Strongly support the concept of a bridge over Milton Road similar to that on Mile End Road. This should be created as part of a green corridor flowing the line of the 'First Public Drain'. • Note and support a strategy which improves east-west connectivity, particularly for pedestrians and cyclists, which addresses the current physical barriers (e.g. the railway line) and allows for developments and infrastructure to be fully integrated. • The emphasis of the movement principles must be the promotion of non-car and active modes of travel and delivering a highly connected, and accessible development by walking, cycling and public transport.

	• Option A can be successfully achieved on Cowley Road without impacting on the Veolia site and operation. • Priority should be the east-west movements to connect the Railway Station west to Science Park, CRC and the wider community to increase the use of the train. The priority should be for cycle and pedestrian connectivity, but with allowance for introduction of autonomous vehicles. • The east-west movement will connect Science Park with the regeneration area and create a single place where people that live in NEC can easily work in NEC.
Q16 Local movement & Connectivity Option A – Strong East to West axis (Object)	• Milton Road and Kings Hedges Road are already under tremendous stress and cannot cope with additional traffic. Suggest connecting Science Park and the proposed development both to the motorway and a road going through the development cross the river to Fen Ditton of McDonalds roundabout connecting North to South Cambridge (part of wider objection to development at NEC).
Q16 Local movement & Connectivity Option A – Strong East to West axis (Comment)	• Junction of Milton Road and Cowley Road needs major improvement for cyclists. Need a 4-way crossing or roundabout here combined with the proposed green bridge to provide a safe route for cyclists. • The proposed Green Bridge should give good access to the Innovation Centre, Jane Costen Bridge and the proposed housing and businesses in NE corner of the site. • Need to ensure NEC has is good linkage to other bus and cycle routes into the city and further afield. For example, it must link up conveniently with local greenways, the Chisholm trail etc. • There is need for the proposed pedestrian and cycling corridor between CRC and the Innovation & Business Parks and the proposed housing and businesses, but it must be of as high quality as the busway route, with as few junctions to negotiate as possible. • Strongly support segregated pedestrian and cycle use to minimize conflict. • Connectivity MUST include safe equestrian access. All routes created for/used by cyclists must also be accessible to horse-riders and carriage-drivers, who are equally vulnerable road users. • Support for all improvements to pedestrian and cycling connectivity through the site and to the surrounding area. • The challenge of crossing Milton Road is that any route that involves a significant grade (up or down) will deter people from using it. Therefore, a bridge over Milton Road is probably not going to work. However, if Milton Road

	could be raised (to create an airy, light-filled underbridge) or lowered, that would potentially be a major improvement. • Milton Road should also be reduced in size in order to reduce the amount of car traffic entering the city. • Support for all Options A-E, especially the increased permeability of currently impermeable barriers such as the business park and A14. • Not sure if allowing "other sustainable forms of transport to connect across Milton Road" means a bus route - is this needed when there is already the guided busway? Perhaps if tickets were easily transferable between different types of buses, this wouldn't be needed. • Pedestrian and cycling connectivity both within and external to the Area Action Plan area will be critical to the success of this development and will be one of the determinants to what level of development can be accommodated. At this stage no options should be ruled out and indeed further connections may be included as work continues.

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

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

Question	**Key Issues from Issues and Options consultation 2019**
Q16 Local movement & Connectivity Option B – Improved North – South movement (Support)	• Support all Options A-E • Support for Option B. • North-South links between Cowley Road and Nuffield Road are essential. • Note and support a strategy which improves north-south connectivity, particularly for pedestrians and cyclists, which addresses the current physical barriers. • Options to improve connectivity between Cowley Road and Nuffield Road are supported and will ensure safe and convenient travel through the wider site ensuring coordinated development.

	• Option B will ensure safe and convenient travel through the wider site.
Q16 Local movement & Connectivity Option B – Improved North – South movement (Comment)	• Preferred option - road linking Cowley Road/Nuffield Road, and road bridge across the railway line continuing this north-south corridor to the industrial and caravan sites currently accessed via the level crossing on Fen Road. The current necessity for a level crossing is very limiting to the potential use of Cambridge North station. New road access via Cowley Road without a level crossing would improve the potential of NEC and reduce traffic along the river so improving this space for recreation. • A road should be constructed linking the industrial estate directly with Milton Road. Then Nuffield Road can be closed off to motor traffic at the corner. (cycle and pedestrian access should be maintained of course). • Upgraded cycle paths along Milton Road need to be suitable for thousands more people. Need to ensure there is coherent cycling in all directions that is safe, wide and well lit. • Coherent infrastructure for cycling, walking and bus priority required. Coordination between NEC site and GCP Milton Road project required.

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

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

Question	**Key Issues from Issues and Options consultation 2019**
Q16 Local movement & Connectivity Option C (Support)	• Support all Options A-E • Current approaches to the JC bridge are terrible. Milton residents need the Greenway alongside the railway, or both the JC Bridge and towpath will become congested. • Strongly support the proposed connections to Milton Country Park and the River Cam. • Note and welcome Option C to upgrade connections to Milton Country Park by both foot and cycle, including improving access to the Jane Coston Bridge, the Waterbeach Greenway project including a new access under the A 14. Would welcome

	consideration of options for a crossing of the railway line and the use of green bridges. • It will be important to ensure that any proposal for an underpass will maximise connectivity through the Site, capitalising on permeability and wider Green Infrastructure initiatives (e.g. Waterbeach Greenway, Chisholm Trail, improving the public realm function of the 1st Drain etc). • Multi user access required, including equestrian not the provision of restrictive cycle and pedestrian access.
Q16 Local movement & Connectivity Option C (Comment)	• There is an opportunity here to give explicit equestrian access on NCN 11 and NCN 51, including over the Chisholm Trail bridge, which would link equestrians in Fen Ditton to Milton Country Park and the Waterbeach Greenway (and vice versa). • Option C provides a sensible approach and also justifies the extension of the Area Action Plan boundary to include the river corridor. • A cycle/foot/(& bus?) link should be created adjacent to the A14 and over both railway and river to connect to the B1047 (and beyond). Currently cycle links over the Cam are limited as there are only FP links east of the river. Linked to the proposed Greenway beneath the A14 this would vastly improve the permeability' for both cycling and walking in the area. • Support the use of non-motorised vehicular travel. However, the towpath along the River Cam should remain predominately an area for pedestrians and those who wish to enjoy the tranquillity of the river bank and the Fen Rivers Way that runs along the river bank from Cambridge to Ely in a more leisurely and peaceful fashion. Safeguarding this unique public space and biodiversity should be a priority. • The necessary transport links for this development and Waterbeach New Town need to be funded, considered and strategically delivered together as a cohesive plan and not in a piecemeal fashion or to the detriment of surrounding communities. • Greenways link from the NEC to Waterbeach should include usage dedicated to cycle, bridleway, pedestrians, wheelchair and mobility scooter users. The towpath between the NEC and Waterbeach should be maintained for leisure to ensure a tranquil enjoyment of the banks of the river Cam. Cycle super highway and recreation tranquillity uses need to be segregated.

	• Open up routes across the river for pedestrians, bikes, cars and public transport. • Suggested multiuser (pedestrian, cyclists and equestrian) links include - the Guided Bus bridleway at Milton Road to Waterbeach and Milton Country Park via the Waterbeach Greenway or any other proposed cycle and pedestrian routes; Waterbeach to Byway 162/3 Milton via the Guided Bus bridleway via the Waterbeach Greenway or any other proposed cycle and pedestrian routes; Links to Ditton Meadows or any other communities to the East.

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

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

Question	Key Issues from Issues and Options consultation 2019
Q16 Local movement & Connectivity Option D (Support)	• Support all Options A-E • A new Guided Bus stop for the area East of Milton Road will be necessary. • Another guided bus stop (of which there are too few) would be very sensible.
Q16 Local movement & Connectivity Option D (Comment)	• Support the suggestion to improve public transport accessibility around NEC, but further work should be undertaken to determine appropriateness of this Option.

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

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

Question	Key Issues from Issues and Options consultation 2019
Q16 Local movement & Connectivity Option E (Support)	• Support all Options A-E • Strongly support point E, to increase ease of pedestrian and cycle movements across the Business and Science Park and improve access to E. Chesterton and Kings Hedges areas • Pedestrian-cycle links to all these areas are currently terrible and car-centric. • Cambridge Business Park currently gated and inaccessible to public transport users/cyclists/pedestrians – essential this if opened up and made porous with routes such as those suggested in B and links to C. • Very much support opportunities to increase the ease and convenience of walking and cycling movements across sites in NEC, as this will strengthen the concept of promoting internalised trips and reduce the reliance on travel by car.
Q16 Local movement & Connectivity Option E (Comment)	• Suggest road are planned with wide cycle lanes, plenty of walking space with cars and lorries only allowed along the periphery (exceptions being for the disabled) before any bricks are lain and discuss it with the developers. • Equestrian access required on the inter community links.

Chapter 6 – Question 17 (Crossing the railway line)

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

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

Main issues in representations:

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

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

Question	Key Issues from Issues and Options consultation 2019
Q17 Crossing the railway line (Support)	• The Wildlife Trust BCN - Must include the river corridor. • Railfuture East Anglia – Consider a road bridge with clearly demarcated/separated uses. A new road (north end of Cowley Rd?) could link a rail freight terminal and relieve traffic. • U+I Group PLC – Welcome subject to funding. • Brookgate Land Ltd – Support, but already a pedestrian and cycle route to River Cam via Moss Bank and Fen Road. • Cambridge Past, Present and Future – Support the inclusion of a bridge to better connect area and enhance connectivity and inclusivity. • Investment into much larger walking/cycling infrastructure is needed. • As much cycle permeability as possible to discourage car use. • Could also include a spacious underbridge providing grade separation under the railway, with lots of light & air. • Should be a river crossing for walking and cycling in vicinity of and adjacent to the A14 Bridge. • Rather than towpath links, proper connection to roads are needed as well as connections to Waterbeach Greenway. • A new bridge over the railway line to Fen Road will allow pedestrians and cyclists to avoid the railway crossing. Its location should be in the middle of this part of the site to allow good access to the River Cam.
Q17 Crossing the railway line (Object)	• Waterbeach Parish Council - Towpath should remain a tranquil area for leisure. Protect river from overuse. • No. We have enough cyclists in that area as it is.

	• What is needed is closing the Level Crossing [LC] and building a road bridge. This is due to: • Traffic which will increase due to development. • Already pedestrian and cycle access at North station. • Wait time at LC is unacceptable (20 mins) so effectively cuts off communities (Traveller site; Residential Home at 71 Fen Rd; cyclists going to Moss Bank). • Closing of LC causes frustration and is blatant discrimination and ghettoization (traffic / emergency and residential access / availability of facilities etc.). This will make the area unsafe and unattractive to residents. • LC causes traffic surges on Fen Rd, Water Street and Chesterton (including heavy vehicles). • LC causes antisocial driving as vehicles race to miss barriers. • Road link should be able to take HGV's; Have a single lane to allow HGV access, prohibit trucks and vans from using LC (if it remains). • Safer access over railway. • Reduce timetable risk for Rail operations; Can increase train paths; open up possibility for metro style movement. • Will act as extension of Chisholm Trail. • Area Action Plan facilities should be accessible to all (inclusive of Travellers site). • Area Action Plan employment opportunities should be open for all (inclusive of Travellers site). • Suggestions for road bridge: across to the Sewage Farm site and Milton Road; North of Fen Road; North of North Station Connecting and continuing Cowley Rd; Connecting Milton Rd to Fen Rd; From the A14 roundabout to Fen Rd).
Q17 Crossing the railway line (Comment)	• Cambridgeshire County Council – Future plans for rail network line will inform suitability of alternative crossing. Thus, no options should be ruled out at this stage.

	• Cllr Hazel Smith – Fen Rd will get ever-more cut off as development progresses. Provide a link road. Access must be funded & safeguarded without exceptions. • Trinity College, Cambridge – All connectivity is a positive and must be east-west across Milton Rd as a priority. • Cycling and pedestrian bridge must be suitable for equestrian access. • People would not use a footpath over the river as it will pass through Gypsy and Traveller camps and people will feel threatened using it. Much better to include east of the railway and regenerate inclusively. • Far more interested in reducing commercial vehicles using Fen Rd, Water Lane and Green End Rd. • If a cycle/pedestrian bridge is built, it should be sited to allow for a future road bridge. • The railway level crossing at Fen Road is currently closed for long periods of time and an alternative road access should be provided. Fen Road is dangerous due to the number of vehicles and vehicle speeds. A new access road onto the A14 or a new road bridge into the NEC Area Action Plan site should be provided which could also accommodate public transport and be managed to avoid rat running. • Unobtrusive lighting on the towpath would make it more useable for cyclists at night, enabling them to avoid Fen Road more.

Chapter 6: Question 18 (Milton Road Connectivity) – Which of the Options A-E would best improve connectivity across Milton Road between Cambridge North Station and Cambridge Science Park?

Summary of responses to Question 18

- Respondents – 43 in total to Question 18

Option	Support	Object	Comments

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

Main issues in representations:

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

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

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

Question	Key Issues from Issues and Options consultation 2019
Q18 Milton Road Connectivity Option A (Support)	• A combination of A and C. There must be safe access for cycling/walking, but also the options for cars around the wider area need to be reduced • Milton Rd is certainly a barrier at present and options A-C sound sensible. • Support for Option A. • Strongly support the Green Bridge option across Milton Road. • Support the idea of a green bridge (rather than tunnelling) for pedestrian/cycle access and the rationalisation of junctions around the Science and

	Business parks with prioritisation for sustainable forms of transport. • Green bridges very appealing. Also feel that there should be a transit system extending from Cambridge North to the Regional College, perhaps like the systems used in airports. • One or more green bridges are a fantastic idea; with the potential if well designed to be iconic statements in the area. • Would welcome consideration of the use of green bridges. • Strongly support the concept of a bridge over Milton Road similar to that on Mile End Road. This should be created as part of a green corridor flowing the line of the 'First Public Drain'. • Preferred option as it provides the opportunity to create a substantial green link over the road without adversely affect the flow of traffic on Milton Road. Will also limit the impact on the operation of Milton Road during construction when compared with either Option B and C. • Support in principle but question the practicalities of 'green bridges' and the associated cost and impact on the viability of the overall development area. • A 4-way crossing or roundabout combined with the proposed green bridge will provide a safe route for cyclists. Bridge should give access to Innovation Centre, Jane Costen Bridge & housing/businesses proposed for NE corner of site.
Q18 Milton Road Connectivity Option A (Object)	• A bridge over Milton Road would involve steep grades for people walking and cycling, which means people would avoid using it. Instead, walking/cycling journeys should enjoy the benefit of the relatively level connection while motorised journeys go under or over (using an open, airy and light-filled 'underbridge' structure).
Q18 Milton Road Connectivity Option A (Comment)	• The introduction of a bridge over Milton Road would create yet another physical structure in an already visually crowded and confusing corridor.

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

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

Question	Key Issues from Issues and Options consultation 2019
Q18 Milton Road Connectivity Option B (Support)	• Great, if affordable. Suggest on top of undercut, have green space, grass, and separate walking paths and cycle paths. • Tunnelling the road would be ideal as it is more convenient for cycling and walking without inconveniencing road users. • While a green bridge (A) would be fantastic, would rather option B is explored so that cycling and walking remains at grade, with the road connections cut-in/tunnelled.
Q18 Milton Road Connectivity Option B (Object)	• Object to tunnelling under. This has not worked well at the Queen Elizabeth Way roundabout as the underpass has many blind corners and feels very unsafe after dark. • Putting Milton Road into a cutting feels like a 1960s concrete nightmare. Get rid of the hard landscape and make this a green space. • Placing the existing road in a cutting risks the appearance of a concrete channel/cutting, and that should be avoided.
Q18 Milton Road Connectivity Option B (Comment)	• It may be possible to go underground with a well-designed and creative subway that links both sides of the road. This may be more costly, but visually and aesthetically it could be a preferred option. • Likely to result in significant disruption to the road network during construction and would likely require the lowering or redirecting or Statutory Undertakers Utilities. Would result in alterations to the access junctions into Science Park and the Site, both of which have limited access opportunities for their respective sizes.

	• Prohibitively expensive, and creates a lot of difficult engineering challenges to overcome.

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

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

Question	Key Issues from Issues and Options consultation 2019
Q18 Milton Road Connectivity Option C (Support)	• A combination of A and C. There must be safe access for cycling/walking, but also the options for cars around the wider area need to be reduced. • Milton Rd is certainly a barrier at present and options A-C sound sensible. • Support for Option C. • To reduce the amount of car traffic entering the city overall, overbuilding Milton Road for high levels of car traffic is wrong. Milton Road should be smaller than it is today. • Agree that other approaches should be considered to reduce the dominance of Milton road. • The issue is not only Milton Road as a cyclist, it's crossing Cowley Road and Cowley Park too if trying to get from Jane Coston Bridge to the city. Area as a whole needs looking at, not just getting from east to west. • Anything that reduces the dominance of the road is to be welcomed. • Strongly support improvements to pedestrian and cycling access across this junction. Current movements require waiting for pedestrian signals at five locations to fully cross between Science and Business parks. • Support the idea of a bridge over Milton Road, in conjunction with a roundabout replacing the multiple traffic lights.

	• Fully support. There are opportunities to significantly alter and rationalise the existing signalised junctions on Milton Road and rebalance pedestrian and cyclist priority through targeted interventions. • A 4-way crossing or roundabout combined with the proposed green bridge will provide a safe route for cyclists.
Q18 Milton Road Connectivity Option C (Comment)	• Do not see crossing Milton Road by cycle or foot as a problem. Problem relates to relative location of multiple sets of traffic lights and poor coordination between them leading to congestion. • Sceptical about how much the 'public realm' around the road could be improved due to the levels of motor traffic. Inappropriate location for shared space designs but should link in well to new segregated cycle lanes on the more southerly stretch of Milton Road. • Should this not be in scope for the Milton Road project? • Crossing Milton Road from east to west is problematic due to the number of lanes and congestion. The introduction of formal pedestrian/cycle crossings could exacerbate this congestion. • Option C would result in alterations to the access junctions into the Science Park and the Site, both of which have limited access opportunities for their respective sizes.

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

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

Question	**Key Issues from Issues and Options consultation 2019**
Q18 Milton Road Connectivity	• Not clear how this would be possible with Milton Road specifically but support the general principle.

Option D (Support)	
Q18 Milton Road Connectivity Option D (Comment)	• Whichever of the options is chosen, it is essential that the cycling route is more convenient and faster than just going along or crossing the road, otherwise many people will not use the provided infrastructure. • Would like to see proper segregation of motor traffic, bicycles and pedestrians into three sets of routes. • Connectivity must include equestrian access - would be fantastic to link to the guided bus way. • No option should be ruled out at this stage, segregation of bus, pedestrian and cycle and any future transit solutions across Milton Road is the ideal and would allow for better streetscape and urban realm. • The permanent infrastructure should be flexible to allow innovation in the future. • All five options generally supported. The means of crossing Milton Road will involve a range of complex issues, which cannot be determined at this stage. The crossing solution(s) should not ultimately be compromised by concerns about short-term disruption and inconvenience. The east-west axis will be fundamental in the overall success of NEC, and the justification for internalising trips will be partly made on the basis that pedestrian and cycle connectivity across NEC will be safe and convenient. • Fully support. There are opportunities to significantly alter and rationalise the existing signalised junctions on Milton Road and rebalance pedestrian and cyclist priority through targeted interventions. • Difficult to select a preferred option without the detailed implications of each; however, the ultimate choice should be selected on the benefits it offers to the ease, convenience and safety of the pedestrian and cyclist, along with the attractiveness of those routes. • Must be recognised that any scheme for Milton Road will need to allow for a Milton Road vehicular access to Science Park.

Option E – Other ways of improving connections

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

Question	Key Issues from Issues and Options consultation 2019
Q18 Milton Road Connectivity Option E (Object)	• Make roads better for cars
Q18 Milton Road Connectivity Option E (Comment)	• Assuming that the options expressed in Q18 would be focussed on connecting Cambridge North Station and the Science Park. St John's Innovation Park is not mentioned and therefore this leads to a question as to whether there is a need for such a connection across Milton Road connecting the Science Park with the Innovation Park. The cost and delivery of such a route will be significant and there would be a question as to whether it would actually be needed if a much more justifiable option at the Science Park junction leading into Cowley Road would be more appropriate? • How can we improve connections? The size of the new community will bring permanent gridlock to the end of Milton Road. Already avoid the A14 at the roundabout here. • Supports the principles proposed in Qu 18, however, concerns about the potential overlap or conflict with the other projects being proposed for this area, including the GCP Milton Road improvements, the GCP Greenways project, the Combined Authority Metro proposals, the East- West Rail proposals, etc.

Chapter 6 – Question 19 (Development fronting Milton Road)

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

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

- Comment – 3

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q19 Milton Road frontage (Support)	• St. Johns College, Cambridge – Prominent buildings will create visual viewpoints from Milton Road. St. Johns Innovation Park should be increased to meet this aim. • U+I Group PLC **–** As Milton Rd is key route into City, traffic reduction mechanisms may be limited short term. • Milton Rd needs to be redeveloped into a highly visible continuing community which relies less on commuting. However, if it is not zero carbon then hide it away. • Cycle paths to be more visible and better lit. • Use innovative design to reduce dominance of access roads from A14 roundabout to make it feel less like a high-speed road.
Q19 Milton Road frontage (Object)	• A visually cluttered urban area counters open space aims. Try and keep a rural feel, retain the area as a 'fringe' site. Plant trees on a grand scale, with progressive reduction of car-use to support sustainable travel options. • Adding commercial facades onto a five-lane highway is appalling.
Q19 Milton Road frontage (Comment)	• Trinity College, Cambridge – Development presents an opportunity to provide a northern gateway entrance into Cambridge. Legibility will also encourage public transport use. • Wrong question. Development should front walking and cycling network to ensure low car use and minimise motor noise. Milton Rd could be resigned to allow this.

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

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q20 Car parking (Support)	• Hurst Park Estate Residents Association/Milton Road Residents Association – Support. However, assumption of low car use does not take into account visitors/car hire/borrowing/retail. A critical explanation is needed on how it will be enforced. Otherwise parking problems will emerge inappropriately elsewhere. • Cambridgeshire County Council – Parking policy and internalisation fundamentally impacts a constrained highway network. A suitable mix of uses is appropriate. • Railfuture East Anglia – Agree. • U+I Group PLC – Suggest interim parking strategies until full non-parking options can be realised. Parking can then be phased out. • Brookgate Land Ltd – Sustainable low parking infrastructure options essential and should be consistently applied across whole of NEC land.

	• Car use should not be needed, given the proximity to North Station/transport hubs. Suggest one space per residential unit, or area will become another car-dominated commuter suburb of the A14. • Any parking provided should be underground and will improve look of area. Essential access only. • The car spaces provided should be chargeable by day and/or hour. Monthly charging will not work as people will just view it as a long-term parking option.
Q20 Car parking (Object)	• More parking spaces needed. Not everyone cycles. • Not all visitors to the area have good public transport links to reach the area, especially from the North East. • Low numbers of parking spaces will cause surrounding area to be swamped with cars. • Unfeasible given the inadequate public transport. • This zero-carbon non-car position has not been achieved anywhere else. What makes this place different?
Q20 Car parking (Comment)	• St. Johns College, Cambridge – Reduction in parking needs to be matched by a proportional provision of public and non-car transport. The college will accept a position to provide no new car parking spaces over the park as a consequence of new development. • Histon Road Residents' Association - The site will have car-free zones necessitating some parking facilities on the edge of site and underground. • Ridgeons Timber and Builders Merchants and Turnstone Estates/Veolia and Turnstone Estates – Consideration needed for parking and access needs of commercial uses on site. • Trinity College, Cambridge – Support more sustainable modes of transport. May need a range of policies to recognise different uses, needs, requirements and

	transition options to align with viability and delivery realities. • Underground parking/parking areas/10 minutes walk to car (allowing time to only drop off)/Cycle parking outside door/Clear and direct cycle routes. • Improve accessibility, reliability and cost of public transport to relieve this issue.

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

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

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

Main issues in representations:

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

Question	**Key Issues from Issues and Options consultation 2019**
Q21a Reduction in car parking (Support)	• Cambridge County Council/Brookgate Land Ltd - Evidence suggests car parking at CSP underused and unwelcome North Station environment so little incentive not to drive. If implemented, consideration has to be given to preventing cars parking in streets adjacent to area and providing excellent public transport and walking/cycling provision. • Railfuture East Anglia – Emphasis on quality public transport.

	• U+I Group PLC – Support this initiative to reduce car use. • Data needed as Science Park users going to/from A14 may be less of a problem than other users. • Adequate transport options must be offered, such as Park and Ride, Company shuttles and prioritised, segregated and wider cycle paths to prevent car/non car conflict. • The Council has declared a climate emergency and offering car parking will not create the modal shift needed.
Q21a Reduction in car parking (Object)	• Orchard Street Investment Management – Given the congestion in the area already, careful cooperative consideration from all stakeholders is needed. • More parking is needed. • Reducing parking while offering no appropriate viable alternative (outside of peak times; before transport hub is operating) is dis-incentivising. Not all visitors to the area have good public transport links to reach the area, especially from the North East. This will result in car swamping in surrounding streets.
Q21a Reduction in car parking (Comment)	• Trinity College, Cambridge – Already reducing car parking at CSP and this will continue. Policy needs to reflect that parking will reduce over time and is a shared ambition to encourage sustainable non-car transport. • Encourage car sharing, businesses with showers (for cyclists); consider allowing 1 car space per unit only. • Peak times on Milton Rd are people just passing through, so parking will not address the issue. • Reducing car spaces means only the rich can afford spaces. • If parking is a problem, why provide such a big car park at North Station? • Is the Science Park not currently building a car park?

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

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q21b Distribution of car parking (Support)	• Cambridgeshire County Council/Railfuture East Anglia/U+I Group PLC/Brookgate Land Limited – Essential to reduce car parking availability and promote a package of sustainable transport measures. • Low levels of parking throughout. Car parking could be grouped in certain areas with good walking/cycling connections with concessions for those with low mobility.
Q21b Distribution of car parking (Object)	• This proposal will just encourage swamping of displaced cars to park on streets adjacent to area. Reducing parking unfeasible until adequate alternatives available.
Q21b Distribution of car parking (Comment)	• Trinity College, Cambridge – CSP is moving towards an approach with fewer car parking spaces in alignment with the non-car ethos of new development. However, please consider policy that reflects a slower transitional period to allow the well-established businesses here with long leases to encourage and adopt initiatives.

	• Parking should be 1 space per residential unit.

Chapter 6 – Question 22 (Managing car parking and servicing)

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q22 Servicing & deliveries (Support)	• Cambridgeshire County Council/Brookgate Land Ltd – Innovative measures, such as a centralised refuse collection can help to reduce demand of highway network supported. • Railfuture East Anglia – Consolidation of deliveries not only for this area, but for Cambridge as a whole. A Rail freight terminal accessed on Cowley Rd extension could facilitate this. • U+I Group PLC – Area could include a number of hubs. More understanding is needed about needs of residents and businesses to consider fully. • Consider future proofing for the growth of online shopping. • Consider cycling logistic firms to make last-mile deliveries within site, wider area using cargo bikes and assigned delivery parking outside of peak hours.

	• Trans-shipment hub appropriate given proximity to A14. Allow for a bulk/break/consolidation depot to service local businesses and lessen environmental impact.
Q22 Servicing & deliveries (Object)	• This is a silly idea.
Q22 Servicing & deliveries (Comment)	• Trinity College, Cambridge **–** Area Action Plan should allow for innovative solutions as technological advances come forward, rather than be absolute and restrictive

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

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

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

Main issues in representations:

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

Question	**Key Issues from Issues and Options consultation 2019**
Q23 Car barns (Support)	• Hurst Park Estate Residents Association/Milton Road Residents Association **–** Support, but lack of testing means it may just end up a concrete multi-storey car park in all but name. • Railfuture East Anglia **–** Yes.

	• Brookgate Land Ltd – Unsure how periphery barn will access Milton Rd. Shuttlebuses from Park and Ride to NEC, cycle and pedestrian links an option. • Car barn should be flexibly designed to be able to be repurposed in the event of a car-free future. • Enforced via unavailability of car park spaces on site. Financial incentive not to take car space? • Reduces pollution and noise while offering a sensible parking alternative to the reality of car use. • Car parking not the issue. Car use is. Make non-car use & access more attractive to solve. • Car-clubs could manage use and ownership.
Q23 Car barns (Object)	• Storage magnet for criminals. • Another drain on scarce free time. • Better to develop low-cost or free travel via park and ride on far side of A14.
Q23 Car barns (Comment)	• Cambridgeshire County Council – Car barns should only be used to make non-car travel easier and convenient. It is the time of day and level of car use that is the issue, rather than car ownership per se. • U+I Group PLC – Inevitable demands for some on site parking is needed and should be priced accordingly to the end user. A car barn will form part of a wider package of parking solutions. • Trinity College, Cambridge – Car Barns should not be a mandatory rule as technology may render it useless in future. Policy should therefore be flexible. • Yes. An innovative car transport hub (including bus, bike share, car share, car charging) managed through website/phone app has potential to take many cars off streets. Car storage should be easily accessible.

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

Summary of responses to Question 24

- Respondents – 57 in total to Question 24

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

Main issues in representations:

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

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

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

Question	Key Issues from Issues and Options consultation 2019
Q 24 Green Space Provision Option A (Support)	• Support all options; however, less priority should be given to large scale (Parkers Piece type) in the middle of development. • Need more green architecture/infrastructure to impact positively on carbon reduction targets. • Key point is the more green space provided the better. • Support A as this brings people together and can be used for small or large events.
Q 24 Green Space Provision Option A (Object)	• Object to all options - They will not be kept maintained like most places.
Q 24 Green Space Provision Option A (Comment)	• All green spaces must include equestrian access. Suggest a safe equestrian hitch rail in shopping area. • All urban parks or greenways to be designed with social safety principles such as natural surveillance • Support Option A, in addition there should be green spaces visible everywhere. • A large scale proposal (Option A) is not appropriate for mixed use, would envisage other options. • Natural England advises that this needs to be addressed through a combination of Options A -F to provide strategic high quality, biodiversity-rich multi-functional greenspace. This should seek to meet SANGS standards and be connected through substantial green corridors to open spaces across

	the site and beyond, including connectivity with Milton Country Park, Waterbeach Greenways and the Chisholm Trail. • Anglian Water Services Ltd. - do not have a preference for one or more of the Options presented although request that sustainable drainage systems are provided as an integral part of the design whichever option or options are pursued. • Support a flexible and integrated approach based on the concept of shared/multi-use space. The approach would also have the potential to further enhance the "human connectivity" across the Area Action Plan, across the different developments and therefore reinforce the key community objectives of the Area Action Plan. • All Cambridge commons and green corridors are heavily used for commuting and recreation. • Strong support for all Options – all green space to be controlled by the City Council (not delegated to developers). • Open spaces are essential but should not be barriers to easy movement by pedestrians and cyclists. • Support principle of securing high quality green infrastructure across NEC; however, further studies required before determining how these can be provided. • Peripheral routes around significant green spaces should be multiuser routes to include equestrian provision. • May be difficult to do due to phasing. Experience shows green spaces at a smaller scale are more effective in residential-led schemes to serve the surrounding local community. • Area Action Plan offers the opportunity to enhance the public realm and green spaces of the Science Park, the Area Action Plan area and beyond. • There are lessons to be learnt from Orchard Park, including preserving mature trees and existing habitats that are already on-site as well as enhancing these where possible.

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

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

Question	Key Issues from Issues and Options consultation 2019
Q 24 Green Space Provision Option B (Support)	• Support all options with priority to neighbourhood level schemes connected through green corridors (that are walkable and cyclable) which then connect to the wider green space in Milton Country Park. • Important to give residents some breathing space.
Q 24 Green Space Provision Option B (Object)	• Object to all Options - They will not be kept maintained like most places.
Q 24 Green Space Provision Option B (Comment)	• Support all options - If trade-offs have to be made, would decrease the district scale green space to provide connections and corridors (that are not merely cycle throughways, but are also peaceful walking routes (cycles segregated or taken a different way). • Need for more play equipment in these areas. • Areas need to be well-lit and feel safe. • All green spaces must include equestrian access. Suggest a safe equestrian hitch rail in shopping area. • Community gardens and spaces should be provided to grow food and bring the community together and they should also be provided in places that are accessible to the existing community. • In a high-density environment, green space and biodiversity should be provided in innovative ways like green walls and rooftop open spaces. • All urban parks or greenways to be designed with social safety principles such as natural surveillance.

	• This would have to be appropriately connected for infrastructure purposes • Creating a sense of community supported with open space is important for social cohesion and health.

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

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

Question	Key Issues from Issues and Options consultation 2019
Q 24 Green Space Provision Option C (Support)	• Biodiversity & ecological corridors good for humans and wildlife. • Essential to deliver a high quality strategic green infrastructure solution.
Q 24 Green Space Provision Option C (Object)	• Object to all Options - They will not be kept maintained like most places.
Q 24 Green Space Provision Option C (Comment)	• All green spaces must include equestrian access. Suggest a safe equestrian hitch rail in shopping area. • Suggest consultation with local Wildlife Trust re: biodiversity & ecological corridors. • All urban parks or greenways to be designed with social safety principles such as natural surveillance. • Link green spaces to provide habitat for wildlife. • Green corridors will be essential for commuting and for physical and mental health of new residents – these should be generous. • Proper accessibility and connectivity requires appropriate connections to the broader network. • There is the opportunity to improve landscaping, including on the Guided Busway as well as opening

	up Cowley Road to provide more green space and leisure facilities, including near Cambridge Regional College which could be supported with other uses like retail.

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

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

Question	Key Issues from Issues and Options consultation 2019
Q 24 Green Space Provision Option D (Support)	• Need more green architecture/infrastructure to impact positively on carbon reduction targets • Key point is the more green space provided the better
Q 24 Green Space Provision Option D (Object)	• Object to all Options - They will not be kept maintained like most places.
Q 24 Green Space Provision Option D (Comment)	• All green spaces must include equestrian access. Suggest a safe equestrian hitch rail in shopping area. • All urban parks or greenways to be designed with social safety principles such as natural surveillance. • Link green spaces to provide habitat for wildlife. • Could support this Option, but it will require a review of specific proposals.

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

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

Question	Key Issues from Issues and Options consultation 2019
Q 24 Green Space Provision Option E (Support)	• Need more green architecture/infrastructure to impact positively on carbon reduction targets • Key point is the more green space provided the better • A green wall along the A14 would mitigate the impact of the road.
Q 24 Green Space Provision Option E (Object)	• Object to all options - They will not be kept maintained like most places.
Q 24 Green Space Provision Option E (Comment)	• All green spaces must include equestrian access. Suggest a safe equestrian hitch rail in shopping area. • All urban parks or greenways to be designed with social safety principles such as natural surveillance. • Structured landscape edges can tend to act as buffers which separate parts of a district. Design needs to be taken to prevent reducing the level of perceived or actual connectivity across the district. • The area around Moss Bank should be included within the Area Action Plan to improve its quality as a green space.

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

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

Question	Key Issues from Issues and Options consultation 2019
Q 24 Green Space Provision Option F (Support)	• Support all options with priority to neighbourhood level schemes connected through green corridors (that are walkable and cyclable) which then connect to the wider green space in Milton Country Park. • Support all options – need more green architecture/infrastructure to impact positively on carbon reduction targets • Key point is the more green space provided the better.

	• A link to Milton Country Park would be fantastic. • Essential to deliver a high quality strategic green infrastructure solution. • Opportunity to provide links under A14 to Milton Country Park and towards the River Cam for both people and biodiversity.
Q 24 Green Space Provision Option F (Object)	• Object to all Options - They will not be kept maintained like most places.
Q 24 Green Space Provision Option F (Comment)	• All green spaces must include equestrian access. Suggest a safe equestrian hitch rail in shopping area. • All urban parks or greenways to be designed with social safety principles such as natural surveillance. • Making a connection to the Country Park and the Cam Corridor is a no brainer. • Access to the Cam must also consider the needs of those living and working east of the railway line. • CPRE supports the use of non-motorised vehicular travel; however the towpath along the River Cam should remain predominately an area for pedestrians and those who wish to enjoy the tranquillity of the river bank and the Fen Rivers Way in a more leisurely and peaceful fashion. Consideration should be given to creating a green fringe between the River Cam towpath and the development. • Milton Country Park is already at capacity and the park's proposed expansion plans should also be within the Area Action Plan area to provide a high-quality sports and recreation facility for the region.

Chapter 7 – Question 25 (Non car access)

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

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

- Comment – 80

Main issues in representations:

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

Question	**Key Issues from Issues and Options consultation 2019**
Q25 Non car access (Support)	• Hurst Park Estate Residents Association/Milton Road Residents Association – Need to avoid management by wishful thinking. Ensure plans are realistic. Needs to be explanation of how features are going to work. • U&I Group PLC - Generally support the suggested options for improving public transport, cycling and walking accessibility around NEC. It will be important to ensure that consideration is always given to promoting access beyond the Area Action Plan boundary. • Cycling needs to be planned for coherently and considered county-wide. • Important to protect cycle routes from vehicles and make them safe, accessible and well-lit. • More buses needed at peak times as cycling sometimes not an option. • A walking/cycling bridge alongside the A14 bridge to connect Horningsea and Cambridge. • Close Fen Road level crossing.

	• If you want people to use public transport it needs to be accessible and better value for money.
Q25 Non car access (Object)	• Need clarity and an overarching vision. • Lack of supporting evidence that any of the transport proposals being considered in the Area Action Plan are attainable. Ambition is no substitute for evidence. • Should be new access directly onto A14.
Q25 Non car access (Comment)	• Shelford & District Bridleways Group, Barton & District Bridleways Group – Routes and crossings linking settlements proposed as shared use should include equestrian. Detailed routes are suggested, linking to green infrastructure strategy. • Brookgate Land Ltd - A frequent shuttlebus could be provided. Make better use of Milton P&R, including better cycling facilities. • North Station should be developed as the main hub of train and bus services. Changes should be made to the station and the surrounding area to make it more user friendly and to accommodate extra services. • Should be more bus routes to the station from different areas. • Cycle paths need to be pf a high quality. Existing Milton Road crossing isn't too bad. • High quality walking and cycling access from the Milton end of Fen Road to both Chesterton and the NECArea Action Plan area, to safely bypass the level crossing. • Requires a road link over the railway into the new development so existing crossing can be closed. • Why has the Ely to Cambridge Study identified A10 expansion rather than increased rail frequency as the solution? Cars using new dual carriageway will require parking spaces, so findings a contradictory.

	• How will the plans in the Area Action Plan fit with the CAM Metro? • Will cycle paths like those on Milton Rd be able to cope? • What about all the delivery vehicles? • Consider those who cannot walk or cycle e.g. small electric vehicles. • Roads are currently full, so concerned about extra traffic. • How is school access being addressed? With no school, will children need to be bussed across the city? • Priority order of - walking, cycling, bus, train. Cars should not be prioritised. • The existing Guided Busway route provides a high-quality cycling route between CRC and Cambridge North Station, and any new routes going through the site should be of a similar standard. The road junctions close to CRC and the Science Park are dangerous and need to be carefully re-designed. • Support for a new bridge over Milton Road to enable better cross site movements for pedestrians and cyclists. • A new connection from NEC to the Shirley School and health centre on Nuffield Road is needed as well as a route through Bramblefields and Cambridge Business Park onto the Guided Busway. Better crossing points for cyclists are needed across the site and wider area. • Milton Road requires significant improvements to enable better pedestrian and cycling movements across the site. This includes junction improvements and crossing facilities. Milton Road is also already at capacity at peak times and public transport needs to be encouraged to avoid new residents using cars. • Better permeability throughout this area is desirable for residents and cycle segregation should be provided. This includes better connectivity over the River Cam. • Improved surface quality and street lighting on the River Cam towpath would enable people to use this route throughout the day and year. Foot and cycle access could

	be created between the river tow path and Milton through the Country Park to avoid Milton Road. • Use Mere Way as a busway/cycleway to connect Cambridge Science Park to the Park and Ride. • Public transport should be subsidised to encourage people to use it and could be funded by demand management. Bus services to the Science Park and CRC should be improved as they are at capacity, whilst CRC buses should be allowed to use the Guided Busway to avoid congestion. Buses should run between Orchard Park and Cambridge North Station and local buses should also connect the site to the local area. Bus interchange facilities are required. • Consider adding an alternative access point to the Science Park to relieve congestion on the existing accesses and improve signal sequencing to reduce waiting times. An additional lane into the Science Park is required. • Whilst minimal car use should be encouraged, the needs of elderly people and local businesses needs to be considered. • Open up other connection points from Fen Road over the railway line for industrial traffic.

Chapter 7 – Question 26 (Car usage in North East Cambridge)

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q26 Car usage (Support)	• Cambridgeshire County Council - There needs to be a step change in car mode share, public transport and non-car access within and outside the area to levels that are more akin to those seen in central London. Sufficient quality in public transport key to this aspiration. • Natural England - A focus on sustainable, non-car travel including cycling, walking and public transport supported. • Milton Road Residents Association/Hurst Park Estate Residents' Association - Difficult to see how there can be other than a minimal bus service unless local government has some control over the service. Lighting important to make walking routes safe. • Brookgate Land Limited - The NEC area as a whole can support a low car parking strategy due to the abundance of other non-car mode options available. • U+I Group PLC - A greater share of non-car modes of travel supported yet note that the concept will need to be accepted by all landowners/occupiers in the Area Action Plan boundary in order for it to be implemented successfully. • It is already a congested area and it is important we improve traffic issues rather than worsen them. • More public transport (buses) are needed to enable this. • Should be done by NOT adding more jobs to Cambridge but redressing the existing imbalance between jobs and residential accommodation.
Q26 Car usage (Object)	• Orchard Street Investment - Milton Road is already very congested at peak hours. Increasing employment and residential development will negatively impact the wider transport network. Low car journey measures should be made clear and subject to public consultation.

	• Provision should be made for car journeys within the area to improve car access to the area east of the railway.
Q26 Car usage (Comment)	• CPRE – Support but, the towpath along the River Cam should remain predominately an area for pedestrians and those who wish to enjoy the tranquillity of the riverbank and the Fen Rivers Way. • Support, but what is the evidence it is attainable? • There should be car pool dedicated parking and sponsorship to discourage ownership. • More consideration needs to be given to the reality of car use.

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

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q27 Trip budget (Support)	• Cambridgeshire County Council/U+I Group PLC – Prefer practical highway 'trip budget' approach rather than the traditional approach to achieve aspirations set out in Area Action Plan. However, this approach must be tested to ensure that it is both suitable and realistic, and if

	implemented, shared and monitored appropriately and managed fairly if/when the trip budget is exceeded. • Highway trip budget approach supported but best understood as making the best out of an unsustainable development. • A range of non-car transport modes needed to enable choice and support innovation. For example, increasing capacity on the railway to reduce car dependence and more trains. • Learn from elsewhere, e.g. free shuttle buses for employees.
Q27 Trip budget (Object)	• The traffic from this development is alarming, and each house will own 1 or more cars, with additional visitors.
Q27 Trip budget (Comment)	• Brookgate Land Ltd - A highway 'trip budget' approach is considered to be reasonable as long as it is applied to the NEC as a whole, both the existing science parks and the currently undeveloped (or underdeveloped) areas. • St. John's College, Cambridge – TBA should be applied to existing developments in a sustainable way to encourage a shift to non-car modes. This only achievable with significant investment. A robust and well-funded area-wide Travel Plan should be conducted. • In principle this is a good idea; however, in practice limiting the number of car parking places will not behave linearly in accordance with people's behaviour. • Can only be affective where a proper system of public transport is in place. • Do not add to jobs, but address imbalance with homes.

Chapter 7 – Question 28 (Car parking)

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q28 Car parking (Support)	• Cambridgeshire County Council - Parking policy is directly linked to number of trips generated and put onto the external highway network. Given constraints on the highway network surrounding and through the Area Action Plan area, this is fundamental to making the development acceptable in transport terms. • Veolia/Ridgeons Timber and Builders Merchants and Turnstone Estates - Non-car modes of travel are supported, but also consider business needs for Veolia and car space requirements for deliveries/customers. • Brookgate Land Ltd - More restrictive car parking standards supported across the whole area to reflect the highly sustainable location. Priority should be given to zero or low parking schemes, electric cars and car clubs as maintaining existing parking levels is not acceptable. Transport modelling work will assist in achieving this.

	• There should be energetic promotion of cycling schemes, car clubs and other pay as you go opportunities to change the underlying culture of urban transport. • Improving non-car access from villages outside Cambridge is vital. • Parking should be underground, especially in residential developments.
Q28 Car parking (Object)	• Orchard Street Investment - Reduction to existing car parking provision for existing developments, especially those associated with business uses is not supported as car spaces are essential for business operations, especially when public transport is not available. • This can only be affective where a proper system of public transport is in place. The integration of the Area Action Plan with a tramway or CAM is an essential prerequisite. • Adequate car parking MUST be provided for residents to keep their car next to their home. Failure to do this results in overspill parking to the nearest alternative area.
Q28 Car parking (Comment)	• Site should be made permeable to public transport rather than cars, with more stops to make the area accessible. • Site should make provision very short-term parking (drop-off) at Cambridge North Station. Ensure route to station is kept clear. • Transport to be on time and more spaces.

Chapter 7 – Question 29 (Cycle parking)

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q29 Cycle parking (Support)	• Cambridgeshire County Council/Brookgate Land Ltd – To be sustainable, a significant proportion of trips will need to be undertaken by bike, so connectivity will be critical as will be high levels of cycle parking to make trips as easy and seamless as possible. • U+I Group PLC - This approach will be supported by the new cycling infrastructure that is planned for Cambridge. Workplaces can provide showers, changing facilities and lockers to encourage staff to cycle into work. • Railfuture East Anglia – Yes. • Highly depends on the design, quality and capacity of these cycle parking facilities and routes. Ease and convenience key. • Set at aspirational levels (e.g. as seen in Netherlands or Denmark). • 'Enable' not 'require' in wording – people respect choice.
Q29 Cycle parking (Object)	• St. Johns College, Cambridge - New developments should provide cycle parking but 'high level' is not the correct wording. More relevant to require 'appropriate levels' of cycle parking as significant over provision is not appropriate in every circumstance.
Q29 Cycle parking (Comment)	• Trinity College, Cambridge - Include percentages of cycle parking suitable for larger cycles such as box bikes, tricycles, and adapted cycles. Not multi-tier systems. Ensure they are appropriately secured.

Chapter 7 – Question 30 (Cycle parking)

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q30 Cycle parking – innovative solutions (Support)	• Please bear in mind that the current cycle parking solution with two racks on top of each other is not friendly to women and older people. This will inevitably lead people to prefer using their car.
Q30 Cycle parking – innovative solutions (Object)	• Most high-volume cycle parking solutions are not suitable due to design and capabilities. The development should adopt the Cycle Parking Guide SPD from Cambridge City Council or any successor document.
Q30 Cycle parking – innovative solutions (Comment)	• Brookgate Land Ltd – High density requires equally ample cycle parking and should be the norm for commercial and residential developments in the NEC. • U+I Group PLC – Innovative storage solutions should be explored as part of further capacity testing, master planning and detailed design enabling cycle parking to be integrated appropriately into the public realm. Provision should also be made for dockless bikes so that they are not left in inconsiderate locations.

	• Trinity College, Cambridge - Support clustered parking for efficient land use and preventing cluttered sprawl. • Make it easy for people to store bikes in their homes.

Chapter 7 – Question 31 (Cycle parking)

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q31 Encouraging cycling (Support)	• Railfuture East Anglia – Support. • Offices should provide secure cycle parking, shower facilities and lockers. • Pool bikes for business use (meetings etc), bike shops and repair places within the area, cargo bikes for business deliveries. • Facilities for cyclists e.g. drying rooms rather than just lockers. • Make cycle network easy to use, and prominent, with good interaction with public transport.

Q31 Encouraging cycling (Object)	• Lockers attract crime and harbour smells and dirt. • Not a good use of resources.
Q31 Encouraging cycling (Comment)	• Cambridgeshire County Council – Welcomes any planning mechanisms that encourage cycling. • Brookgate Land Ltd/Trinity College, Cambridge - Convenient and secure cycle parking with showers and lockers welcomed. Charging points for electric bike should also be considered. • U+I Group PLC - Support convenient, covered, secure cycle storage, showers and lockers at basement/ground floor level or within easy access of lifts capable of transferring bikes between levels. To minimise conflict, consider segregated access for cyclists from pedestrians and vehicles accessing buildings. • Must be safe, comfortable and attractive with well-defined and connected routes facing residential and business uses. In short, cycling should be an obvious choice. • This is successful on the biomedical campus and reinforces a cycling culture. • Homes and offices should be able to store multiple bikes, including those outside the standard design (assistance tricycles / cargo trailers / Child seats etc). These should be easily accessible to all and useable in all weathers. Offices should also provide showers. • Planners need to review what went wrong with the "secure by design" approach and learn from their mistakes. • Cycle parking at Cambridge North Station is not secure and more is needed.

Chapter 7 – Question 32 (Innovative approaches to movement)

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

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

Main issues in representations:

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

Question	Key Issues from Issues and Options consultation 2019
Q32 New technologies (Support)	• The area should have excellent access and technological integration so that users find it easy to switch between modes. • Public transport stops should have the highest quality information about related routes. Buses should be single-ticket and cashless. Buses could also hold bikes.
Q32 New technologies (Comment)	• Brookgate Land Ltd - The CGB corridor has the potential for early delivery of a rapid transport, autonomous vehicle shuttle between Cambridge North Station, the Science Park and Cambridge Regional College. • U+I Group PLC - Options that encompass energy strategies, form and fabric, building services and energy generation and supply welcomed. • Shelford & District Bridleways Group – Sustainable transport includes horse riding. • Cambridge Past, Present & Future – Need flexibility to ensure changes in trends to housing needs and size of commercial properties.

	• Railfuture East Anglia – Route(s) should be protected for emerging light rail (or other similar technology) networks. • Cambridgeshire County Council – No comment can be made until all transport evidence is compiled and analysed. • Trinity College, Cambridge – Flexibility in policy will allow for changes in future. Overly prescriptive policy will stifle innovation. • Transport is not about fancy technology but offering a safe and convenient space that people want to use. This human-centred approach will enable identification and procurement of best in class future-proof technologies. • Make technologies 'pay as you go'. Capital equipment should be earning its keep rather than standing idle. • Design in the possibility for repurposing of infrastructure (at least that infrastructure most subject to significant changes in societal attitudes - most likely transport related infrastructure).

Chapter 7 – Question 33 (Linking the station to the Science Park)

What sort of innovative measures could be used to improve links between the Cambridge North Station and destinations like the Science Park?

- Respondents – 18
- Support – 1
- Object - 0
- Comment – 17

Main issues in representations:

32693, 32765, 32788, 33062, 33104, 33126, 33376, 33440, 33542, 33635, 33695, 33727, 33781, 33819, 32952, NECIO104, NECIO105, NECIO057

Question	Key Issues from Issues and Options consultation 2019
Q33 Linking station to Science Park (Support)	• Regular and cheap busway links, good cycle hire schemes (with hubs at the station and in the business areas). On-demand transport for those with low mobility.
Q33 Linking station to Science Park (Object)	• Autonomous vehicles and Uber-like services should be discouraged in order to create an area that more successfully prioritises active travel modes and doesn't create additional conflicts for those on bike or foot.
Q33 Linking station to Science Park (Comment)	• Brookgate Land Ltd. – Links between Cambridge North Station and CSP could be addressed via a frequent shuttle bus, pedestrian and cycle connectively across Milton Road and better 'wayfinding' to encourage walking and cycling. • U+I Group - Unlikely that an at grade crossing can be located to link the Science Park with the station due to capacity constraints on Milton Road. May be overcome with a well-designed overpass and micro mobility solutions to unify connectivity the area. • Shelford & District Bridleways Group - Obvious linking opportunities are Guided Bus bridleways. Public money should be spent to benefit the widest range of users • Railfuture East Anglia - Autonomous vehicles running at frequent intervals between North Station and CSP. • Cambridgeshire County Council – Forthcoming transport evidence will inform our position on this matter. • Free shuttle/minibus from North Station to CSP that can use busway. • Long term: move businesses closer to North Station. Short term: safe streets with activity. • Off-road space between destinations can be used to trial innovations.

	• Not just busway; consider trams and CAMS, low cost scooters, autonomous vehicles. • More very short stay spaces (15 minutes) at North Station. • Avoid creating bottle necks between Milton Road the Station Area and in particular avoiding the poor design of the approach to Cambridge Central Station. • Think this would be addressed by the cut-through beneath Milton Road or bridges over Milton Road. • Bus link is needed crossing site and to wider area, including outside peak times. • The Guided Busway and associated combined cycle/footpath are already the main thoroughfare for cyclists entering the CSP from Central/East Cambridge as well as from Cambridge North Rail station. However, the traffic management around the Milton Road junction is far from optimal with long waiting times for cyclists/pedestrians for the traffic lights to change. A diagonal fly-over for cyclists (including perhaps for pedestrians) connecting the two Busway Cycle/footpaths would improve access and encourage further commuter-based cycling to CSP.

Chapter 8 – Question 34 (Types of employment space)

Are there specific types of employment spaces that we should seek to support in this area?

- Respondents – 12
- Support – 5
- Object - 1
- Comment – 6

Main issues in representations:

32578, 33017, 33546, 33636, 33728, 33820, 32593, 32627, 32644, 33282, 33251, NECIO106

Question	Key Issues from Issues and Options consultation 2019
Q34 Types of employment space (Support)	• Hurst Park Residents Association/Milton Road Residents Association - Danger offer will be expensive small shops. Low rents/short leases controlled by Council may alleviate. • The Crown Estate - Supports a wide range of employment uses, including 'hybrid' buildings to foster potential closer integration between uses within sites and across the Area Action Plan area as a whole. Flexibility will allow likely changes in working practices, the live - work balance and align with vision for sustainability and innovation. • Site should include high quality business space for small to medium business in the area.
Q34 Types of employment space (Objectt)	• St John's College, Cambridge – The Area Action Plan is not the function to determine exact types of employment space as the local authority is limited in position to assess market demand and commercial trends in the same way that landowners' advisors are.
Q34 Types of employment space (Comment)	• Trinity College, Cambridge – Employment space should be strictly science and technology based to promote a strong identity. Complimentary uses would weaken brand. • Brookgate Land Ltd - A combination of commercial and residential uses, including offices and R & D uses supported. All being informed by both market conditions and successful place-making. • U+I Group - The internationally recognised innovative-identity of the science/business parks must be fully harnessed to encourage complementary industries and optimise further employment opportunities. However, policy limitations should not be imposed that unduly restrict any particular use at this stage. • Orchard Street Investment Management - The current Action Plan area has a good mix of employment spaces including industrial. There is a need to ensure that the

	promoted uses offer a wide range of employment spaces to ensure that there is long-term flexibility in the future. • Need more consultation on how jobs will be reconciled with residents. Do not see how this fit can be engineered by the developers. • The failure to deliver industrial uses on Orchard Park suggest a similar fate could happen to this development, even though there is a distinct need for industrial space within three miles of Cambridge. • Development should be flexible and allow for people to work close to where they live.

Chapter 8: Question 35 (Types of Employment Space) – With regard to types of employment space, should the plan require delivery of Options A to E?

Summary of responses to Question 35

- Respondents – 10 in total to Question 35

Option	Support	Object	Comments
A – Flexible range of units	6	1	2
B – Specialist uses	5	1	-
C – Hybrid buildings	5	1	-
D – Shared social spaces	4	-	1
E – Other suggestions	-	-	5

Main issues in representations:

32714, 32852, 33019, 33113, 33729, 33821, 32889, 32953, 33262, 33637

Option A – A flexible range of unit types and sizes, including for start-ups and Small and Medium Sized Enterprises (SMEs).

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

Question	Key Issues from Issues and Options consultation 2019
Q35 Types of Employment Space Option A – Flexible range of units (Support)	• Particularly support Option A - as a small business have found that the supply of small business office space is relatively low. • The site should be made an attractive option for those looking for a location for any significant scientific instruments or facilities which may be used by others in the area/city/region.
Q35 Types of Employment Space Option A – Flexible range of units (Object)	• New primary employment should not be provided in this area, instead pure residential and local shopping/amenities are needed to redress the massive current imbalance of employment over residential provision in Cambridge.
Q35 Types of Employment Space Option A – Flexible range of units (Comment)	• St John's Innovation Centre was constructed to specifically provide for a dynamic and supportive environment to accelerate the high number of innovative firms within the Cambridge region. In its wider role the park is seeking to ensure that move on space for those firms is available and consequently it is important that there are a range of spaces for that move. • Support Option A with the inclusion of corporate headquarters.

Option B – Specialist uses like commercial laboratory space.

- Support - 5
- Object - 1
- Comment – 0

Question	Key Issues from Issues and Options consultation 2019
Q35 Types of Employment Space Option B – Specialist Uses (Support)	• Support all Options.
Q35 Types of Employment Space Option B – Specialist Uses (Object)	• No - pure residential and local shopping/amenities are needed to redress the massive current imbalance of employment over residential provision in Cambridge.

Option C – Hybrid buildings capable of a mix of uses, incorporating offices and manufacturing uses.

- Support - 5
- Object - 1
- Comment – 0

Question	Key Issues from Issues and Options consultation 2019
Q35 Types of Employment Space Option C – Hybrid Buildings (Support)	• Support all Options.
Q35 Types of Employment Space Option C – Hybrid Buildings (Object)	• No - pure residential and local shopping/amenities are needed to redress the massive current imbalance of employment over residential provision in Cambridge.

Option D – Shared social spaces, for example central hubs, cafes.

- Support - 4

- Object - 0
- Comment – 1

Question	Key Issues from Issues and Options consultation 2019
Q35 Types of Employment Space Option D – Shared Social Spaces (Support)	• Yes, as this is what is needed to make a residential area a success. • Support all Options.
Q35 Types of Employment Space Option D – Shared Social Spaces (Comment)	• Consider what community space is required by a community of high-tech businesses e.g. conference space, lecture/presentation rooms, meeting space etc.

Option E – Others (please specify).

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

Question	Key Issues from Issues and Options consultation 2019
Q35 Types of Employment Space Option E – Other Employment Spaces (Comment)	• Plan should require provision of community buildings, including a church. • Support proposed mix of employment uses; however, survey required of existing provision on land to east of Milton Road and current occupiers to ensure that any future development does not prejudice the ability of current businesses to continue to be successful. • Support all suggested Options and suggest these be equally applied to proposals for meanwhile/worthwhile uses, in order to optimise economic development benefits & promote innovation at earlier stages of development process at NEC. • The policy framework should be flexible to allow for such developments. Bespoke solutions to maximise economic and employment benefits should therefore be secured as

	part of individual applications rather than through a generic and inflexible policy approach. • The policy framework should be flexible to allow for such developments. Policy should not try and restrict the market, but rather be focussed on achieving the overarching aim to create high-quality place underpinned by the Science and Technology cluster.

Chapter 8: Question 36 (Approach to Industrial Uses) – Which approach (A or B) should the Area Action Plan take to existing industrial uses in the North East Cambridge area?

Summary of responses to Question 36

- Respondents – 11 in total to Question 36

Option	Support	Object	Comments
A – Relocate industrial uses	3	-	2
B – Support as part of Mixed-use district	5	-	2

Main issues in representations:

32551, 32715, 32766, 32955, 33029, 33464, 33563, 33638, 33771, 33780, 33823

Option A – Seek to relocate industrial uses away from the North East Cambridge area

- Support - 3
- Object - 0
- Comment – 2

Question	**Key Issues from Issues and Options consultation 2019**
Q36 Approach to Industrial Uses Option A – Relocate	• A is vastly better. Industrial uses should be relocated to places where there is already an excess of residential over employment provision, in order to reduce need to travel. • Many current industrial uses should be relocated elsewhere, although some uses, such as the bus depot,

uses away from NEC (Support)	may need to stay in the area in order to support other needs of the city. Strongly support the redevelopment of the Nuffield Road Industrial estate as there are too many HGVs accessing this residential area along a road with a school and health centre. • Employment space should be within the Science and Technology sector. Other B Class employment could be located elsewhere in and around the City. To achieve a world-class Innovation District, it needs a strong brand and identity, having too many non-complimentary uses would weaken that brand when seen in a competitive global market.
Q36 Approach to Industrial Uses Option A – Relocate uses away from NEC (Comment)	• Environment Agency - no apparent substantive consideration of the issues, options and impacts of relocating Milton WRC. This is likely to be the biggest direct and indirect water impact of all, and is a highly significant impact in any event, pre-mitigation. Our advice is very clearly that the impact of relocation is potentially highly significant, and that is falls to be appraised as an impact arising from the plan. It also features cumulative effects with other projects, such as Waterbeach New Town. • Whilst the prospect of utilising some of the site for industrial use has not been discounted, justification for the need and location of such uses will need to be carefully considered. A greater understanding of industrial need is required, and in particular how essential it is for certain businesses to be in Cambridge. Existing businesses where there is not a demonstrable need to be in Cambridge relocation options should be considered.

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

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

Question	**Key Issues from Issues and Options consultation 2019**
Q36 Approach to Industrial Uses Option B – Support as part of Mixed-	• Seek ways to integrate those industries onto the site, keeping the employment near the residential areas to make walking and cycling to work much more possible. • Cambridge needs to provide jobs for a wide mix of residents with a variety of skill sets. Currently this area, including the Science Park is able to accommodate a variety of business uses, including industrial, some of

Use District (Support)	which complement one another. There are very few examples of this type of provision within the City and to lose all industrial uses in this location would not only alter the character of the area significantly but would also alienate a large proportion of the local workforce. • Existing businesses within Nuffield Road Industrial Estate and Trinity Hall Farm Industrial Estate area are important to the Cambridge economy. If the uses are to remain in situ, careful consideration does need to be given to the compatibility with adjoining uses such as residential. Ridgeons needs to be located within Cambridge and is an important business for the Cambridge Sub-region. • The Veolia operation needs to be located within Cambridge and provides an invaluable service to a wide range of Cambridge businesses. • Keen to see light industrial units included as there is a shortage of this in Cambridge. Places like St John's Innovation Centre are fully occupied by small, thriving companies. Also keen to see developments where people can work close to where they live.
Q36 Approach to Industrial Uses Option B – Support as part of Mixed-Use District (Comment)	• Would not wish to see either of the examples in the pictures below this question being built in Cambridge. • There may be scope to incorporate industrial (i.e. b1c) accommodation within a mixed-use development. This might, for instance, include ground floor workshops/maker spaces where noise, odour, other forms of pollution, and type of deliveries will not give rise to unacceptable living conditions for neighbouring properties.

Chapter 8 – Question 37 (Approach to industrial uses)

Are there particular uses that should be retained in the area or moved elsewhere?

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

Main issues in representations:

32552, 32957, 33377, 33564, 33639, 33772, 33822, 33186, 33203, 33221, 33315, 33412, 33485, NECIO107, NECIO108, NECIO109

Question	Key Issues from Issues and Options consultation 2019
Q37 Industrial uses (Object)	• Specifically, do not wish to have existing business sites pushed out of the area, as their location allows them to thrive.
Q37 Industrial uses (Comment)	• Trinity College, Cambridge – To strengthen and retain the strong innovative identity, uses should remain with the science and technology sector with ancillary uses only as a support function. • U+I Group - See response to question 36. The Area Action Plan should set out the strategy for determining the needs of individual businesses (and whether there is an operational imperative to be closely related to Cambridge, and how the relocation of existing industrial uses can be appropriately implemented). • Veolia and Turnstone Estates/Ridgeons Timber & Builders Merchants & Turnstone Estates – Our business location is integral to its operation. If the industrial uses are to remain in situ, careful consideration does need to be given to the compatibility with adjoining uses such as residential. • Railway sidings should be retained for future needs. • Any sites with heavy industrial traffic should be moved elsewhere. • Smaller businesses with less need for use of motor traffic should stay or be moved next to the A14, facilitated by a new road connecting Milton Road to the A14 junction. • The bus depot may need to stay but should be redesigned (and the buses should be low-carbon, cleaner models). • If industrial uses remain on the site create a new access directly to Milton Road and remove access for HGV traffic away from Green End Road/ Nuffield Road. This will improve pedestrian safety and reduce HGV journey times.

Chapter 9 – Question 38 (Housing mix)

Should the Area Action Plan require a mix of dwelling sizes and in particular, some family sized housing?

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

Main issues in representations:

32594, 32628, 32645, 32694, 32767, 32927, 33119, 33579, 33640, 33824, 32553, 32575, 32854, 32959, 33108, 33378, 33730, 32716, NECIO110, NECIO111

Question	Key Issues from Issues and Options consultation 2019
Q38 Housing mix (Support)	• Trinity College, Cambridge **–** Support this approach. • Brookgate Land Ltd **–** A mix of dwelling sizes including purpose built private rented sector housing supported to enable amount and variety of land to come forward as per government objectives to meet diverse needs. • Crime Prevention Design Team Cambridgeshire – Ask to be part of project advising on designing out crime in regard to all types of housing, especially affordable and key worker accommodation. • A mix of sizes and family units is essential to achieve a balanced stable community. Affordable family housing is in short supply in the area, as are local employment opportunities. A mix will rebalance.
Q38 Housing mix (Object)	• Provision of a mix of dwelling sizes is appropriate but limited to a maximum of one family overlying each area of ground, i.e. NOT multi storey blocks of flats.
Q38 Housing mix	• U+I Group PLC **–** Due to density and resident base, traditional approaches to housing in Cambridge are unlikely to be appropriate. A much wider market but

(Comment)	smaller housing is needed. Demand, market trend and viability will direct final policy. • Cambridge Past, Present & Future - Flexibility needed in policy to ensure changes in trends to housing and size of commercial properties can be accommodated. • Milton Road Residents' Association and Hurst Park Estate Residents' Association – Scale is underplayed in the proposals and the resulting mix will produce a range of issues that need to be addressed prior to development. • Housing provision should be matched to existing and future employees as live-and-work area aspirations have significant weight. Small, cheap, properties may be attractive to, and provide an affordable option for some workers in the area. • Cambridge has plenty of flats. Family sized housing is essential! • Intensification will prevent sprawl. • The Area Action Plan should provide a mix of housing types and tenures over the site, and the provision of outdoor space.

Chapter 9 – Question 39 (Housing mix)

Should the Area Action Plan seek provision for housing for essential local workers and/or specific housing provided by employers (i.e. tethered accommodation outside of any affordable housing contribution)?

- Respondents – 12
- Support – 9
- Object - 0
- Comment – 3

Main issues in representations:

33165, 33580, 33825, 32554, 32574, 32717, 32928, 32961, 33109, 33379, 33641, 33252

Question	Key Issues from Issues and Options consultation 2019
Q39 Essential worker housing (Support)	• Trinity College, Cambridge – Living and working in one place is supported but unclear at this stage if this should be tethered. • U+I Group PLC – Due to density and resident base, traditional approaches to housing in Cambridge are unlikely to be appropriate. A much wider market but smaller housing is needed. Demand, market trend and viability will direct final policy. • Crime Prevention Design Team Cambridgeshire – Ask to be part of project advising on designing out crime in regard to all types of housing, especially affordable and key worker accommodation. • Absolutely vital and should be adhered to and enforced. Will encourage low levels of car ownership / use and commuting. No side deals for substitution with student accommodation etc.
Q39 Essential worker housing (Object)	• St. John's College, Cambridge - It would be extremely difficult to deliver this. A housing developer would resist restrictions on occupancy as it would affect viability and ability to sell on the open market.
Q39 Essential worker housing (Comment)	• Cambridge Past, Present & Future - New developments should be required to ensure a percentage of residential units is made available to keyworkers. These include primary (office staff) and ancillary (cleaners, etc.). This also prevents long commutes and affordability issues.

Chapter 9 – Question 40 (Affordable Housing)

Should the Area Action Plan require 40% of housing to be affordable, including a mix of affordable housing tenures, subject to viability?

- Respondents – 22
- Support – 11
- Object - 2
- Comment – 9

Main issues in representations:

33135, 33351, 33513, 33547, 33642, 33731, 33785, 33826, 33851, 32555, 32595, 32629, 32646, 32718, 32855, 32930, 32960, 32962, 33111, 33380, 32891, 33581

Question	Key Issues from Issues and Options consultation 2019
Q40 Affordable housing (Support)	• Trinity College Cambridge- Matter for landowner and Council, but broadly supported as will ultimately reduce congestion. • Milton Road Residents' Association / Hurst Park Estate Residents' Association – Need genuinely affordable housing, not based on the official definition. • Absolutely vital and should be adhered to and enforced. No side deals for substitution with student housing/developers etc. Delete 'subject to viability' as can be argued. • Affordable housing is key to the socio-economically inclusive vision.
Q40 Affordable housing (Object)	• Cambridge, Past, Present & Future – An increase from 40% to 50% of affordable units more appropriate, including a wider mix of tenancy options and sizes of units. This must be confirmed before construction as uncertainty of budgets and costings allow 'viability' to be argued.

	• Support the overall principle but danger of creating a deprived 'affordability zone'. Affordability should be spread out evenly.
Q40 Affordable housing (Comment)	• Brookgate Land Ltd – Subject to viability testing, the 40% requirement should be applied to the NEC Area Action Plan as a whole. Consideration should however be given to certain developments where a different approach may be required, such as discounted market rents, off-site contributions toward affordable housing provision etc. The details of this must be set out in the Section 106. • U+I Group – Affordable mixed-tenure homes will address the chronic shortfall of affordable housing in South Cambridgeshire and Cambridge City and create balanced communities. However, policy must be flexible to meet viability challenges. • There is far too much detail presented here and no overarching vision that takes us through to 2050. Please put one simple document forward for consultation that expresses How North East Cambridge sets new standards for social/affordable housing schemes. • Truly affordable housing, with adequate infrastructure for health, schools, shops. • Only support proposal if there is a higher proportion of social/council rent level and affordable (this definition needs re-defining at a national level) housing to ease the local housing waiting list.

Chapter 9 – Question 41 (Affordable Housing)

Should an element of the affordable housing provision be targeted at essential local workers?

- Respondents – 12
- Support – 8
- Object - 0
- Comment – 4

Main issues in representations:

33136, 33301, 33582, 33827, 32556, 32719, 32856, 32963, 33112, 33381, 33643, NECIO112

Question	Key Issues from Issues and Options consultation 2019
Q41 Affordable housing – essential workers (Support)	• Trinity College, Cambridge – Success of NEC aspiration will be greater if people do live and work in the locality. Whether this needs to be allocated key worker housing is not yet clear. • U+I Group - Generally support this suggestion, but require a more detailed understanding of housing and employment need/demand in the area before commenting on keyworker policy. • Absolutely vital and should be adhered to and enforced. No side deals for substitution with student let/developer 'viability' etc. • An important part of making the area socially equitable. • The site should provide a variety of tenures to increase affordability particularly for key workers.
Q41 Affordable housing – essential workers (Comment)	• Cambridge, Past, Present & Future - Affordable keyworker homes will address the chronic shortfall of affordable housing in South Cambridgeshire and Cambridge City and create balanced communities. However, policy must be flexible to meet viability challenges. • Who will live there? Will the places be affordable to shop staff and cleaners, or will they only be affordable to software engineers at the Science Park? • Support this proposal in principle, but only if there is a higher proportion of keyworker provision. We do not need another London 'commuter community' where people contribute nothing to the local economy and block accommodation from those in need locally.

Chapter 9 – Question 42 (Custom Build Housing)

Should the Area Action Plan require a proportion of development to provide custom build opportunities?

- Respondents – 6
- Support – 2
- Object - 1
- Comment – 3

Main issues in representations:

32557, 33583, 33644, 32857, 32964, 32695

Question	Key Issues from Issues and Options consultation 2019
Q42 Custom Build Housing (Support)	• Yes, this would support the innovative aims of the area, but there should be effective monitoring of the designs (e.g. new houses should be low, ideally zero carbon). • Yes. Individuals are much better able to provide variety and interest than are large scale developers.
Q42 Custom Build Housing (Object)	• No - this will result in a hodgepodge and a lack of design cohesion. It's too small a space for this. Need design integrity not more chaos.
Q42 Custom Build Housing (Comment)	• U+I Group PLC - Generally support this suggestion, but greater understanding of demand, need and viability is required. Marmalade Lane should be used as a template. • Cambridge, Past, Present & Future - This could provide an exciting dynamic within a new community.

Chapter 9 – Question 43 (Houses in Multiple Occupation (HMO))

Should the Area Action Plan allow a proportion of purpose built HMOs and include policy controls on the clustering of HMOs?

- Respondents – 5
- Support – 2
- Object - 3
- Comment – 0

Main issues in representations:

32858, 33645, 32768, 32932, 33382

Question	Key Issues from Issues and Options consultation 2019
Q43 Houses in Multiple Occupation (Support)	• U+I Group – These shared/co-living housing opportunities can help improve variety and access to more affordable, good quality accommodation and typically incorporates shared services and facilities so can benefit both younger and older aged groups. However, again a greater understanding of demand, need and viability is required. • This is essential to a diverse community.
Q43 Houses in Multiple Occupation (Object)	• Think well designed studio flats would be better. HMOs are horrible for everyone; those who live in them as well as the rest of the area. More detail needed. • Building large enough to be HMOs would be much better as family houses, of which there is an extreme shortage in this area.

Chapter 9 – Question 44 (Private Rented Sector (PRS) Housing)

Should the Area Action Plan include PRS as a potential housing option as part of a wider housing mix across the North East Cambridge area?

- Respondents – 8

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

Main issues in representations:

32859, 33383, 33828, 33646, 33732, 32558, 32696, 32720

Question	Key Issues from Issues and Options consultation 2019
Q44 Private Rented Sector Housing (Support)	• Trinity College, Cambridge - PRS has the ability to provide secure, high quality long-term rental properties giving choice to people living within walking distance of Cambridge Science Park. • Brookgate Land Ltd - PRS provides a means of widening housing choice for tenants, particularly those who may be renting long term, and also to deliver much needed housing within a faster timescale. • U+I Group – This suggestion typically lends itself to earlier delivery, can be part of an affordable housing mix and may suit the needs of the adjoining employment base. Similar to HMO's, PRS development needs to be well-managed to integrate successfully. A greater understanding of demand, need and viability is required.
Q44 Private Rented Sector Housing (Object)	• It is not a good idea for an estate to be owned by one rich company/individual and rented out to people. • PRS should be discouraged otherwise this will just drive up house prices and make it unaffordable. Of course, developers would like PRS to increase profits.
Q44 Private Rented Sector Housing (Comment)	• Recommend involving a local housing association. • It would be disappointing to find the benefits of the area accruing to buy to let investors outside the area.

Chapter 9 – Question 45 (Private Rented Sector (PRS) Housing)

If PRS is to be supported, what specific policy requirements should we consider putting in place to manage its provision and to ensure it contributes towards creating a mixed and sustainable community?

- Respondents – 3
- Support – 0
- Object - 0
- Comment – 3

Main issues in representations:

33384, 33647, 33733

Question	Key Issues from Issues and Options consultation 2019
Q45 Private Rented Sector Housing (Comment)	• Brookgate Land Ltd – Keen to work with the Council to develop a PRS scheme at NEC Area Action Plan. • U+I Group - Suggest that this needs to be considered in greater detail, including need and demand, management of facilities, services, and amenities. All should be well defined and required. • Recommend involving a local housing association.

Chapter 9 – Question 46 (Private Rented Sector (PRS) Housing)

Should PRS provide an affordable housing contribution?

- Respondents – 3
- Support – 0
- Object - 0
- Comment – 3

Main issues in representations:

33385, 33648, 33734

Question	Key Issues from Issues and Options consultation 2019
Q46 Private Rented Sector Housing – Affordable contribution (Comment)	• Brookgate Land Ltd - Consideration should be given to where a different approach to PRS may be required, such as discounted market rents or off-site contributions toward affordable housing provision. • U+I Group PLC - Subject to viability, policy requirements will need to reflect the distinct economics of this tenure, such as acknowledging that a form of Discounted Market Rent is applicable. This can be managed by a non-Registered Provider and enables tenure blind blocks to be delivered by PRS operators. • Recommend involving a local housing association.

Chapter 9 – Question 47 (Private Rented Sector (PRS) Housing)

What 'clawback' mechanisms should be included to secure the value of the affordable housing to meet local needs if the homes are converted to another tenure?

- Respondents – 2
- Support – 0
- Object - 0
- Comment – 2

Main issues in representations:

33649, 33745

Question	Key Issues from Issues and Options consultation 2019
Q47 Private Rented Sector Housing –	• Brookgate Land Ltd - Mechanisms should be used on multi-phased developments only where market conditions may change over the life of the project. Shorter build out

'Clawback' mechanisms (Comment)	programmes should not automatically be subject to claw back arrangements as they affect funding streams. • U+I Group - Typically a profit-sharing mechanism up to an agreed cap (cap to be reflective of the affordable housing contribution possible for open market sale units).

Chapter 9 – Question 48 (Private Rented Sector (PRS) Housing)

What would be a suitable period to require the retention of private rented homes in that tenure and what compensation mechanisms are needed if such homes are sold into a different tenure before the end of the period?

- Respondents – 2
- Support – 0
- Object - 0
- Comment – 2

Main issues in representations:

33650, 33736

Question	Key Issues from Issues and Options consultation 2019
Q48 Private Rented Sector Housing – Retention period (Comment)	• Brookgate Land Ltd - A suitable period would be a maximum of 10 years. No compensation. • U+I Group - We would suggest a period of 15 years with clawback. This period is proposed in the London Plan and is generally accepted by institutional investors.

Chapter 9 – Question 49 (Private Rented Sector (PRS) Housing)

What type of management strategy is necessary to ensure high standards of ongoing management of PRS premises is achieved?

- Respondents – 3

- Support – 0
- Object - 1
- Comment – 2

Main issues in representations:

33651, 33737, 32721

Question	Key Issues from Issues and Options consultation 2019
Q49 Private Rented Sector Housing – Management strategy (Object)	• Cannot imagine any successful strategy that will keep vast property ownership under control.
Q49 Private Rented Sector Housing – Management strategy (Comment)	• Brookgate Land Ltd – As the landlord is a professional investor and management will be through a professional management company, tenants can enjoy long term stability and the benefits of a high quality and professionally managed property since the homes are purpose-built for renting. • U+I Group PLC - Consider this should be agreed with each operator and should be brief and relevant to planning matters. This could ensure all prospective tenants are offered the option of a three-year tenancy.

Chapter 9 – Question 50 (Other forms of specialist housing, including for older people, students & travellers)

Should the area provide for other forms of specialist housing, either onsite or through seeking contributions for off-site provision?

- Respondents – 14
- Support – 9
- Object - 1

- Comment – 4

Main issues in representations:

32722, 33235, 33337, 33829, 33114, 33187, 33204, 33222, 33316, 33413, 33486

33652, 32769, NECIO113

Question	Key Issues from Issues and Options consultation 2019
Q50 Other forms of specialist housing (Support)	• Trinity College, Cambridge - A deeper review is needed for what housing is required to support the local community and the current and future employees of CSP. • U+I Group PLC – A greater understanding of demand, need and viability is required, such as a comprehensive analysis of the demographic portrait of Cambridge and its surrounding environs over the next 25 years. • Provision should be made for travellers within the site. Travellers settled within housing require good access to their existing community. This necessitates a road link. • Site should provide affordable student housing.
Q50 Other forms of specialist housing (Object)	• There is more need for family housing than 1-2 bed flats.
Q50 Other forms of specialist housing (Comment)	• Whether or not east of the Railway line is formally included in the NEC Area Action Plan, it needs mains sewage. • Traveller accommodation would destroy any attractiveness the area might have; it is already uncomfortably close to the Fen Road area. • Please look at the Dutch and Norwegian models for residential development, which prioritise walking and cycling over motor vehicles.

	• Specialist housing for older people. Student accommodation is not appropriate for this area.

Chapter 9 – Question 51 (Quality and Accessibility of Housing)

Should the Area Action Plan apply the national internal residential space standards?

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

Main issues in representations:

33653, 33738, 32723, 32772, 32863, 32892, 33386, 33584

Question	Key Issues from Issues and Options consultation 2019
Q51 Quality & Accessibility of Housing (Support)	• As a minimum. Houses are getting far too small. • The highest/best local and national standards should be applied with no compromises on the largest possible internal space, best direct access to private amenity space and highest standards of accessibility.
Q51 Quality & Accessibility of Housing (Object)	• Cambridge Past, Present and Future - Minimum is not optimum, space requirements should enable quality of life.
Q51 Quality & Accessibility of Housing (Comment)	• U+I Group PLC - There may be some formats where exceptions may be appropriate and smaller shared spaces are preferable (co-living formats including student and young professional accommodation, housing for 'downsizers' etc.). Expect clear requirements around the nature and quality of these spaces and encourage pilot testing.

	• Brookgate Land Limited – Although space standards are optional, we are committed to a PRS scheme that would be designed, constructed and managed to a high-quality standard.

Chapter 9 – Question 52 (Quality and Accessibility of Housing)

Should the Area Action Plan develop space standards for new purpose built HMOs?

- Respondents – 4
- Support – 3
- Object - 0
- Comment – 1

Main issues in representations:

33654, 32770, 32724, 32894

Question	Key Issues from Issues and Options consultation 2019
Q52 Space standards for HMOs (Support)	• Yes. If not "business" needs will provide what is cheapest to build.
Q52 Space standards for HMOs (Comment)	• U+I Group PLC - All new housing should meet the Technical Housing Standards and offer adequate shared spaces to provide all homes (not just HMOs) that are fully future-proofed. Specifically developed space standards for new purpose-built HMOs may prove unnecessary or irrelevant if HMOs within the Area Action Plan are not delivered through a purpose-built type.

Chapter 9 – Question 53 (Quality and Accessibility of Housing)

Should the Area Action Plan apply External Space Standards, and expect all dwellings to have direct access to an area of private amenity space?

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

Main issues in representations:

32862, 33387, 33739, 32725, 32771, 32893, 33655, 33585

Question	Key Issues from Issues and Options consultation 2019
Q53 External space standards (Support)	• U+I Group PLC - We support this principle, but question whether it is realistic given the breadth and range of development envisaged. Instead, we propose a flexible approach where convenient access is given to public amenity spaces such as roof gardens and balconies as well as elements such as private gardens. • This is absolutely essential for an area to remain attractive in the long term and for the well-being of all. • Housing should be of a good design and build standard.
Q53 External space standards (Object)	• Cambridge Past, Present and Future - Minimum is not optimum, space requirements should enable quality of life.
Q53 External space standards (Comment)	• Brookgate Land Limited – A high standard is expected throughout. External space standards could apply where the viability of development is not compromised. • The highest/best local and national standards should be applied, so that no compromises are made away from the largest possible internal space, best direct access to

	private amenity space, and highest standards of accessibility

Chapter 9 – Question 54 (Quality and Accessibility of Housing)

Should the Area Action Plan apply the Cambridge Local Plan accessibility standards?

- Respondents – 5
- Support – 3
- Object - 1
- Comment – 1

Main issues in representations:

33740, 32895, 33388, 33656, 33586

Question	Key Issues from Issues and Options consultation 2019
Q54 Accessibility standards (Support)	• U+I Group PLC - **G**enerally support this suggestion in principle. It is important that the Cambridge Local Plan accessibility standards offers flexibility on how these standards are achieved and allow for progressive future proofing. The current Local Plan space standards (M4(2) & M4(3)) may have an adverse impact on our scheme.
Q54 Accessibility standards (Object)	• Cambridge Past, Present and Future - Minimum is not optimum, space requirements should enable quality of life.
Q54 Accessibility standards (Comment)	• Brookgate Land Limited - All dwellings should be designed, constructed and managed to a high-quality standard. External space standards could apply where the viability of development is not compromised. • The highest/best local and national standards should be applied, so that no compromises are made away from the largest possible internal space, best direct access to

	private amenity space, and highest standards of accessibility.

Chapter 10 – Question 55 (Retail and Leisure)

Do you agree with the range of considerations that the Area Action Plan will need to have regard to in planning for new retail and town centre provision in the North East Cambridge area? Are there other important factors we should be considering?

- Respondents – 22
- Support – 7
- Object - 0
- Comment – 15

Main issues in representations:

33048, 33389, 33504, 33657, 33830, 32697, 32726, 32773, 33115, 33127, 33543, 33741, NECIO115, NECIO116, NECIO117, NECIO118, NECIO119, NECIO120, NECIO121, NECIO122, NECIO123, NECIO125

Question	Key Issues from Issues and Options consultation 2019
Q55 Retail & town centre provision (Support)	• Railfuture East Anglia- Agree. Such developments should be located around the transport hubs. • Brookgate Land Limited - This essential aspiration will require collaborative strategies between key stakeholders and will be easier to achieve on sites such as Phase 1b, where large areas can be brought forward by relatively few stakeholders, simplifying the planning and engagement process. • Range seems good - let's focus on local businesses. Emphasis on green credentials such as zero carbon.
Q55 Retail & town centre provision	• U+I Group PLC – This new 'Quarter' will require district and local centres to help support and sustain it. Non-

(Comment)	residential uses will help create vitality and vibrancy to NEC. • Trinity College, Cambridge - It is fundamental that there is a range of supporting facilities to create a place; a neighbourhood where people can enjoy living and working. • NEC should not be "another indistinguishable generic local centre or shopping parade". It could be a good alternative to the City Centre for some independent retail provision with little/no national chains. This would inevitably generate people movements in offers such as leisure and entertainment as internalised trips would be higher. • Cambridge North Station and immediate vicinity should provide a wide range of retail outlets and community (hub) facilities. • At and in the vicinity of Cambridge Regional College increase the provision of retail and food (restaurants) outlets. • Keen to see a wide range of shops, retail and food outlets (food carts, market area and cafe / restaurants) Waitrose/M&S, Boots, WH Smith, Sainsbury's near the train station. Some units should be available for independent local businesses. Bike repairs/hire shop. This is an opportunity to attract retailers that can't find space in central Cambridge to be based here Urban outfitters, Muji, Whole foods and Leon should be approached and encouraged to move in. Offer a discount or attractive package to entice quality and high-end retailers. Make this area a destination for shoppers. Ikea click and collect, Amazon lockers and most importantly include a mural/public art and seating (see Granary Square London for ideas)

Chapter 10 – Question 56 (Retail and Leisure)

Should the Councils be proposing a more multi-dimensional interpretation of the role of a town centre or high street for the North East Cambridge area, where retail is a key but not solely dominant element?

- Respondents – 13
- Support – 3

- Object - 0
- Comment – 10

Main issues in representations:

32777, 33505, 33831, 32965, 33544, 33658, NECIO124, NECIO125, NECIO126, NECIO127, NECIO120, NECIO122, NECIO123

Question	Key Issues from Issues and Options consultation 2019
Q56 Town centre/High Street provision (Support)	• Railfuture East Anglia – Support this element. • U+I Group PLC – Support seeking innovative, creative and flexible solutions across the site when considering how a District or Local Centre is planned and delivered. Longer term trends (national, regional and local) relating to retail and leisure uses will need consideration. • Retail should be a part but integrated well with other uses, particularly community centres and a library. The area should feel unique with independent shops and businesses not just a collection of coffee chains or express supermarkets.
Q56 Town centre/High Street provision (Comment)	• Trinity College, Cambridge - There should be a flexible policy basis to allow for the best solution to be provided at that time and not unduly restrict innovation. • Mix of retail and community facilities. • Need child-friendly facilities, include indoors. • Doubtful economic viability of commercial outlets that is reliant on 'internalised trip-making'. • North East Cambridge should provide a wide range of local services and facilities including high street retail and food stores. They should be located close to existing residential areas where local residents can also benefit from these facilities. These could potentially be located along the Guided Busway which is a through corridor that existing buildings turn their back on.

	• There should be a mix of high street chain stores and independent retailers, with a careful control on some uses such as takeaways. There is also the opportunity for click and collect facilities and public art. • Development should be a more urban, mixed use development pattern rather than suburban style inward looking developments. • More shops near to the college. The existing one is too small. • Cambridge North Station shamefully inadequate at present. Needs proper facilities for passengers, especially more than a Costa coffee counter. • Encouraging shops, cafes etc to this area would bring more of a community spirit to the area. There is nowhere to socialise in this area.

Chapter 10 – Question 57 (Community Facilities)

What community facilities are particularly needed in the North East Cambridge area?

- Respondents – 55
- Support – 5
- Object - 3
- Comment – 46

Main issues in representations:

32564, 32774, 32778, 32868, 32934, 33051, 33121, 33128, 33137, 33139, 33188, 33206, 33223, 33236, 33238, 33242, 33302, 33317, 33349, 33350, 33354, 33357, 33390, 33403, 33414, 33420, 33427, 33442, 33447, 33476, 33487, 33511, 33548, 33597, 33659, 33742, 33832, 32596, 32635, 32649, 32966, 32967, 33444, 33515, NECIO128, NECIO129, NECIO130, NECIO131, NECIO132, NECIO133, NECIO134, NECIO135, NECIO054, NECIO123, NECIO124

Question	Key Issues from Issues and Options consultation 2019
Q57 Community facilities (Support)	• Milton Road Residents' Association/Hurst Park Estate Residents' Association – We would like a community centre as impressive as the one at Eddington. We oppose hotels due to lack of architectural quality. • Meeting spaces such as a good local library, some cafes and community meeting points (the area is very short of these and lots of pubs have also closed in recent years), a sports facility (indoor and outdoor) and a place for cultural events. • The North East Cambridge area should include a church. • There should also be places to eat (including all times of day and week). • Provision for young people (a youth centre or community centre with a youth program, outdoor places to be which may overlap with sports facilities e.g. football field or basketball court).
Q57 Community facilities (Object)	• A more detailed education plan is needed, including provision of a secondary school. A site for this school should be identified at an early stage. • This development needs nurseries, schools, health centres, shopping centres, Care Homes, a small hospital with A&E, ambulance stations, police station, library, pubs, clubs, restaurants, parking facilities, parks, community centres, and many other facilities to make it a striving and self-sustaining development not just flats and houses that will all depend on Cambridge City Centre or Milton Village and surroundings.
Q57 Community facilities (Comment)	• Brookgate Land Ltd - A range of community uses should come forward to create a vibrant, mixed use neighbourhood. • U+I Group PLC - In terms of fringe community as well as the community itself where there are higher levels of

	deprivation, facilities will need to take account of affordability issues for those on no/low incomes. Provision will need to be informed by the NEC Community Facilities Audit. Provision of facilities should offer flexibility and multi-functional spaces. • ESFA (Department of Education)/Histon Road Residents' Association - The forthcoming development of the site and anticipated growth requires close consideration of essential and specialised educational provision. These should allow for flexibility and be underscored with robust evidence. Funding through Section106, CIL and other developer contribution mechanisms. • Existing schools have no capacity and associated traffic will cause gridlock. • Barton & District Bridleways Group - Would like to add our support for equestrian inclusion in the NEC Area Action Plan. Adequate health infrastructure (surgeries, doctors etc). • Pooling facilities such as launderettes. This supports low-carbon living and helps support those who may not have access. • Cambridge needs more performing venues to meet the needs of the many community theatre groups in the city and surrounding areas. A main theatre, smaller studio spaces, rehearsals rooms, workshops and a café/bar would be appropriate. • Need a faith community space as provision in the plan is poor and this would meet the social inclusion and diversity aims. • Use the Trumpington/Eddington models for community facilities. • Keen that provided 'fit for purpose' community facilities accessible to all. The reality is that in a number of previous new developments this has been poorly planned and failed to provide what it could.

	• Overall design/layout needs to facilitate interaction if a sense of community is to be achieved. Provide some structured activities/space and leave space opportunities for first arriving residents to create their own and contribute to the identity of the place. Get a community worker in early on to help with this. • Doing so will save problems developing later. Development should be led by community's needs and interests, not the developers. • Evening economy needs considering. • Need for parent and child friendly facilities within walking distance. Indoors and outdoors to provide year-round options. Integrated with local shops. Attached to a child-friendly cafe. Playgrounds. • Facilities such as a community centre, a well-being hub, a secondary school and sport facilities are required within NEC. Consideration should also be given to the proposals for a Marina on the River Cam close to the site. • Public realm considerations include benches and litter bins. • Existing residents require improved pedestrian/cycling routes linking with Shirley School, GP surgery and other services. • Encouraging shops, cafes etc to this area would bring more of a community spirit to the area. There is nowhere to socialise in this area. • For the many people, local services such as food shops, doctor's surgery, primary and secondary schools, chemist etc would be necessary.

Chapter 10 – Question 58 (Open Space)

It is recognised that maximising the development potential of the North East Cambridge area may require a different approach to meeting the sport and open space needs of the new community. How might this be achieved?

- Respondents – 10
- Support – 2
- Object - 1
- Comment – 7

Main issues in representations:

32746, 33159, 33423, 33660, 33743, 33779, 33783, 32969, 33346, 32727

Question	Key Issues from Issues and Options consultation 2019
Q58 Open space provision (Support)	• Sport England - Support the flexible approach being advocated with regard to meeting sport and open space requirements, though formal sports facilities will need to be provided for. • One option would be better links to CRCs sports centre and the open space at Milton Country Park. • Some areas could be mixed use e.g. basketball hoops which also doubles as a place for music or art. • Space with fountains and benches, performing artists and an area where children play football.
Q58 Open space provision (Object)	• Traditional open space provision is absolutely essential. The density proposed will be unattractive and worsen over time.
Q58 Open space provision (Comment)	• The Wildlife Trust BCN - Provision of green roofs, green walls and urban habitats to attract and retain wildlife while also green a dense urban quarter. • Natural England - A development of this scale should provide open space provision including biodiversity

	enhancement, landscape, drainage, flood management and health and wellbeing in accordance with SANGS guidelines. • Histon Road Residents' Association - There are few green spaces. Could there be land bought to create parkland running down to the river? • U+I Group PLC – Solutions should be comprehensive and provide provision in and beyond the Area Action Plan boundary, facilitating greater access opportunities by walking and cycling. • Brookgate Land Limited - A collaborative effort to produce a broad network (both within and outside of area) of connected green and open spaces which are accessible to all residents and workers in the district should be facilitated. • Green corridor/space should form a barrier to minimise the A14, so green corridors should link with the Jane Costen Bridge and the wider area. • Far too much detail presented here and no overarching vision that takes us through to 2050. Where exactly is the open space to be located? •

Chapter 10 – Question 59 (Open Space)

Should open space provision within the North East Cambridge area prioritise quality and functionality over quantity?

- Respondents – 11
- Support –6
- Object – 1
- Comment – 4

Main issues in representations:

32745, 32936, 33391, 33661, 32559, 32799, 32970, 33117, 33347, 33744, 32728

Question	Key Issues from Issues and Options consultation 2019
Q59 Open space provision (Support)	• Sport England - We support a flexible approach to the issue of quality over quantity, as it is essential that any new facilities are provided with good quality facilities, and there may be scope to enhance existing facilities that will meet the needs of the new residents. • Brookgate Land Limited - The open space provision should be as efficient as possible and provide access to all residents and workers, and the spaces should be programmed at a district-wide level. Provisions of open space should be evaluated across the district and not on a parcel-by-parcel basis. • Yes, quality and functionality much more important than quantity. • Safe, attractive urban open space is vital. If badly designed, everyday street life then it becomes full of litter and attract criminal activity, deterring people even further. • Design of buildings could also contribute to feeling of open space.
Q59 Open space provision (Object)	• No. Quantity of open green space is absolutely essential.
Q59 Open space provision (Comment)	• The Wildlife Trust BCN - Needs to be matched by off-site provision. Alternatively, inclusion of the river corridor within the Area Action Plan would mean that quantity would not have to be compromised. • U+I Group PLC - Support both large and small-scale space with ample connections. However, a lack of supporting studies and capacity testing means we cannot cite a preference at this stage. • Open space should prioritize biodiversity and habitat over everything else. • Adequate quantity is essential, see Riverside Park.

Chapter 10 – Question 60 (Open Space)

Should open space provision within the North East Cambridge area seek to provide for the widest variety of everyday structured and unstructured recreational opportunities, including walking, jogging, picnics, formal and informal play, casual sports, games, dog walking and youth recreation?

- Respondents – 13
- Support – 10
- Object – 0
- Comment – 3

Main issues in representations:

32572, 33001, 33158, 32775, 32968, 32971, 33348, 33662, 33745, NECIO136, NECIO137, NECIO138, NECIO139

Question	Key Issues from Issues and Options consultation 2019
Q60 Open space provision (Support)	• Sport England – Sport England supports the emphasis given to informal recreation. Our report 'Active Design' will provide a framework for maximising opportunities and should be referenced when creating the Area Action Plan final policy. • U+I Group PLC - It will be important to ensure that all spaces within the site are fully optimised, and creative/innovative solutions should be considered to allow for flexible/multi-functional uses. • Brookgate Land Limited - The open space provision should provide a wide variety of recreational opportunities, but it should not over provide inside the district, nor should it replicate recreational provisions easily accessed outside the district for the sake of variety. • Green parks, tennis courts, splashpad, playgrounds. • All should be supported, and also enclosed play areas for younger children. • Eddington is starting to be a good example of this.

	• The area should have provision for games fields and formal play for children of various age groups and the creation of new recreational areas.
Q60 Open space provision (Comment)	• Nuffield Rd Allotment Society - Recognise our site is becoming increasingly commercially valuable, which is creating anxiety on site. Assurance that our site is safe from development would be helpful. • Woodland Trust - Natural greenspace, including woodland, should be included where possible. Woodland provides a range of benefits for local communities, including being cheaper to manage than many other forms of urban greenspace. • Natural England - We support this principle in accordance with SANGS to provide biodiversity net gain and meet people's informal recreation, physical and mental health needs.

Chapter 10 – Question 61 (Open Space)

Where specific uses are required to provide of open space as part of the development, should the Area Action Plan allow for these to be met through multiple shared use (for example, school playing fields and playing pitches for the general public)?

- Respondents – 5
- Support – 3
- Object – 0
- Comment – 2

Main issues in representations:

32747, 32870, 32972, 33663, 33746

Question	Key Issues from Issues and Options consultation 2019
Q6 Open space – shared use (Support)	• U+I Group PLC - It will be important to ensure that all spaces within the site are fully optimised and creative innovative solutions should be considered to allow for flexible/multi-functional uses. • Brookgate Land Limited - Yes, as appropriate. • Seems like a good idea to maximise potential: school pitch during the day, other uses at the weekend.
Q6 Open space – shared use (Comment)	• The Wildlife Trust BCN – Biodiversity can be integrated into a variety of multi-uses. There will be a need for green infrastructure provision and biodiversity offsetting off site. Including the river corridor would bring it "on-site" and increase options for providing a larger range of amenity.

Chapter 11: Question 62 (Carbon Reduction Standards for Residential Development) – Within this overall approach, in particular, which option do you prefer in relation to carbon reduction standards for residential development?

Summary of responses to Question 62

- Respondents – 12 in total to Question 62

Option	Support	Object	Comments
A – Current Cambridge standard	-	4	-
B – Current SCDC standard	-	1	-
C – Combination of current standards	2	-	-
D – Higher standard	7	-	5

Main issues in representations:

32560, 32939, 33140, 33587, 32604, 32650, 32898, 32974, 33664, 32597, 32636, NECIO140

Option A – A 19% improvement on 2013 Building Regulations (the current Cambridge Local Plan standard).

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

Question	Key Issues from Issues and Options consultation 2019
Q62 Carbon Reduction Standards for Residential Development Option A – Cambridge City standard (Object)	• A carbon reduction of 19% on current regulations is too lacking in ambition and too open to being gamed. Should be aiming at the Passivhaus standards of being almost completely insulated. After all these houses will, hopefully, still be standing in 2050 when the aspiration is for zero emissions. • Option A does not go far or fast enough.
Q62 Carbon Reduction Standards for Residential Development Option A – Cambridge City standard (Comment)	• The development will exist with all buildings when the councils achieve their zero-carbon target so anything that is not zero carbon will need to be retrofitted/rebuilt. Therefore, the ambition should be zero carbon.

Option B – A requirement for carbon emissions to be reduced by a further 10% through the use of on-site renewable energy (the current South Cambridgeshire Local Plan standard).

- Support - 0
- Object - 1

- Comment – 0

Question	Key Issues from Issues and Options consultation 2019
Q62 Carbon Reduction Standards for Residential Development Option B – SCDC standard (Object)	• Option B does not go far or fast enough.

Option C – A 19% improvement on 2013 Building Regulations plus an additional 10% reduction through the use of on-site renewable energy (combining the current standards in the Local Plans).

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

Question	Key Issues from Issues and Options consultation 2019
Q62 Carbon Reduction Standards for Residential Development Option C – Combination of standards (Support)	• Support at least Option C, and possibly D. • Support C and D.

Option D – Consider a higher standard and develop further evidence alongside the new joint Local Plan.

- Support - 7
- Object - 0

- Comment – 5

Question	Key Issues from Issues and Options consultation 2019
Q62 Carbon Reduction Standards for Residential Development Option D – Higher standard (Support)	• Support at least Option C, and possibly D. • Support C and D. • Option D essential.
Q62 Carbon Reduction Standards for Residential Development Option D – Higher standard (Comment)	• All new builds should be "net Zero Carbon" homes. • All new developments to have heat exchange pumps that make a major contribution to heating the property. • This option to meet the city and county's carbon targets (which should be accelerated to be met before 2050). • Planning should explicitly recognise the 'Climate Emergency' and set the highest standards in sustainability and carbon emissions in developments and ensure all new housing developments are 'Zero Carbon Homes'. • This is a complex area of policy setting due to the current grid decarbonisation and emerging guidance from different bodies such as the UKGBC task force, and the GLA London Plan. The context of the electricity grid decarbonisation should be considered to ensure that any targets set do not create perverse outcomes in the future over the timescales of the development and should consider the appropriateness of energy efficiency targets as well as carbon targets. The Area Action Plan should aim to be exemplar while also drawing on the most up to date emerging evidence. • An air quality strategy for this area should consider innovative options to mitigate air pollution.

Chapter 11 – Question 63 (Sustainable design and construction standards)

Do you support the approach to sustainable design and construction standards suggested for the Area Action Plan?

- Respondents – 16

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

Main issues in representations:

32729, 33253, 33456, 33465, 33747, 33833, 32598, 32637, 32651, 32900, 32975, 33160, 33267, 33665, 32561, NECIO141

Question	Key Issues from Issues and Options consultation 2019
Q63 Sustainable design (Support)	• Hurst Park Estate Residents' Association/Milton Road Residents Association - Objectives need to have specific metrics which can be measured and enforced so that developers cannot exploit standards for profit (i.e. sheds as homes). • Natural England and Anglian Water Services Ltd - Support proposals to contribute towards mitigating and adapting to climate change, including the application of sustainable design and construction standards. • U+I Group PLC - While water recycling can be an important part of reducing water consumption, if used inappropriately it can be unsustainable. Therefore would expect to apply the highest levels of water recycling (as required by the maximum BREEAM credits for water efficiency), including an understanding of maintenance and carbon efficiency. • Yes, high standards for sustainable design and construction are essential. • Residential development should be built to the highest standards and supported with a local energy network. Minimum standards should be avoided.
Q63 Sustainable design (Object)	• All good but go beyond BREEAM excellent. • Support many of these, but object to the idea that green roofs can be substituted for on the ground green space, and I object to the idea that most roofs should be flat. Pitched roofs, though more expensive, are far longer-

	lasting, much less leak-prone, and much more visually attractive.
Q63 Sustainable design (Comment)	• St Johns College, Cambridge - Would support the minimum requirement for achievement of BREEAM 'excellent'. However, it is important that these matters are not mandatory within the Area Action Plan as there may well be particular design reasons for certain options not needing to be applied. • Campaign to Protect Rural England Cambridgeshire and Peterborough - Climate change and water stress need to be fully considered to ensure that the proposed development is sustainable, viable and "future proof". Particular concerns from local bodies on the possible adverse effects of over extraction of the River Cam. • Environment Agency - Consider there should be greater emphasis in this section on the importance of taking a site wide approach to integrated water management from the outset to reduce risk, rather than developers retrofitting water as an afterthought. • Brookgate Land Limited - Yes, but the Area Action Plan needs to remain flexible in terms of any specific policy requirements in order to be able to respond to change. • Trinity College, Cambridge - Propose policy framework allows for bespoke solutions to allow occupier or development needs to be taken into account.

Chapter 11 – Question 64 (Reviewing sustainability standards in the future)

Do you support the proposal for the Area Action Plan to be clear that review mechanisms should be built into any planning permissions in order to reflect changes in policy regarding sustainable design and construction standards in local and national policy? What other mechanisms could be used?

- Respondents – 6
- Support – 4
- Object – 1

- Comment – 1

Main issues in representations:

33834, 32562, 32976, 33268, 33666, 33748

Question	Key Issues from Issues and Options consultation 2019
Q64 Reviewing Sustainability standards (Support)	• Anglian Water Services Ltd – Policies in the Area Action Plan should be drafted to be sufficiently flexible to allow for any future changes in national standards for sustainable design and construction standards. • U+I Group PLC – Important to recognise that it may be necessary to reappraise the policy requirements so that the most up to date and relevant standards are applied where necessary, reasonable and practicable. Propose following guidance from charities and NGOs. • Absolutely essential with a contract of accountability for any developer. • Policy may change quickly in this area and this needs to be incorporated.
Q64 Reviewing Sustainability standards (Object)	• Trinity College, Cambridge/Brookgate Land Limited - Any advancing sustainable agenda should be clearly set against clear and transparent policy milestones.

Chapter 11 – Question 65 (Site wide approaches to sustainable design and construction)

Do you support the plan requiring delivery of site wide approaches to issues such as energy and water, as well as the use of BREEAM Communities International Technical Standard at the master planning stage?

- Respondents – 8
- Support – 5

- Object – 0
- Comment – 3

Main issues in representations:

32764, 33472, 33835, 33032, 33037, 33269, 33667, 33749

Question	Key Issues from Issues and Options consultation 2019
Q65 Site wide approaches (Support)	• Cambridge Water - Support the inclusion in planning permissions of the BREAAM community's technical standards, and welcome engagement with the master planner to set design standards for the development. • Anglian Water Services Ltd - A site wide approach to the application of construction standards is supported. • U+I Group PLC - Infrastructure necessary for decentralised energy and water (including BREAAM) should be explored early on in consultation with relevant parties with a range of technologies and approaches to ensure the approach with the lowest carbon overall can be identified and supported. • Brookgate Land Limited - Such matters can often be difficult to provide in practice for many technical or feasibility reasons; however, there should be an aspirational policy agenda around sustainability.
Q65 Site wide approaches (Comment)	• Environment Agency - There is enormous scope for exemplar standards of water use and re-use along with SUDS where they do not present a risk to controlled waters as Anglian Water are landowners. Remedial works to contamination will need full investigation and should be a planning condition. • Trinity College, Cambridge - Such matters can often be difficult to provide in practice for many technical or feasibility reasons. Policy therefore should be flexible to cater for individual developments and occupier requirements.

	• Aim for as much renewable energy use as possible e.g. solar, wind, use of energy absorbing /converting pavements to collect energy from pedestrian footfall.

Chapter 11 – Question 66 (Site wide approaches to sustainable design and construction)

Are there additional issues we should consider in developing the approach to deliver an exemplar development?

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

Main issues in representations:

33038, 33270, 33473, 33668, 33848

Question	Key Issues from Issues and Options consultation 2019
Q66 Site wide approaches (Comment)	• Cambridge Water - Would welcome similar engagement to our involvement in Eddington for this development. • Anglian Water Services Ltd - There is scope to maximise the potential for water recycling, stormwater and rainwater harvesting measures as part of the design of this development. • Environment Agency - Integrated Water Management to tie together SUDS, GI and water use/re-use in an integrated way on site with innovative management techniques that break the usual barriers to these happening on the ground. • U+I Group PLC - Consideration should be given to the embodied impacts of buildings and infrastructure installed opportunities to support the circular economy and

	embracing and supporting innovative smart-tech and infra-tech initiatives where feasible and viable to do so. • U+I Group PLC - There are a range of options that encompass energy strategies, form and fabric, building services and energy generation and supply.

Chapter 11 – Question 67 (Biodiversity)

What approach should the Area Action Plan take to ensure delivery of a net gain in biodiversity?

- Respondents – 13
- Support – 4
- Object – 1
- Comment – 8

Main issues in representations:

32748, 32941, 32998, 33392, 33448, 33588, 33670, 33161, 32563, NECIO142, NECIO143, NECIO050, NECIO051, NECIO052

Question	Key Issues from Issues and Options consultation 2019
Q67 Biodiversity (Support)	• Natural England – SuDs will help enhance long term gains for specified species as well as providing a sense of place, as well as exceeding the requirements of the NPPG and Defra's 25 Year Environment Plan. Tools such as Ecological surveys, Impact Rick Zone guidance and groups such as Natural England should be included from outset to complement, extend and connect existing habitats. • Mature trees should be retained as they provide multi benefits. • Existing semi-mature Silver Birch woodland and other deciduous trees/scrub on the site should be retained and enhanced.

	• Re-introduction of wildflowers along the route of the Guided Busway would deliver a net gain in biodiversity and improve appearance of the area for visitors arriving by public transport.
Q67 Biodiversity (Object)	• Creating new space for biodiversity is important but should not be used to judge positively any biodiversity destruction. • Net gain is not a great concept. Do not use biodiversity offset as a measure. If any biodiversity is lost this must be fully transparent and responsibility for it taken.
Q67 Biodiversity (Comment)	• The Wildlife Trust - 20% net gain in biodiversity using a recognised biodiversity accounting tool should be required. Inclusion of the river corridor would increase scope to provide more of the biodiversity offsetting requirement local to the new residents, as well as support strategic green infrastructure provision. Urban wildlife features such as green roofs and walls, planting schemes, and building nest sites should be provided. • Woodland Trust - Welcome the mention of trees, but would like to see the plan recognise the full range of benefits that they provide and to make a commitment to expansion of tree canopy covers. • Cambridge Hedgehogs - Would like to meet with councillors to discuss ways in which hedgehog populations can be protected and enhanced during this development work. • Cambridge Past, Present & Future - If it is not possible to produce a net gain for biodiversity and ecology within the development site framework, then alternative sites adjacent could be considered, especially for any mitigation. The Natural Cambridgeshire Local Nature Partnership has created a toolkit to assist developers in this. • U+I Group PLC - The on-going uses of land indicates that it will have limited biodiversity value. It will be necessary to carry out site specific investigations on the potential suitability of habitat for protected species, and to consider

	mitigation. More clarity is needed. Consider increasing the amount of tree canopy cover in NEC. • Plant and maintain trees, hedges, ditches, habitats. • Try getting advice from the Wildlife Trust and RSPB. • Do not let the developers tell you it's all too much hassle and too expensive as they will try to wriggle out of this. • Go to Eddington for methods. Appoint an ecology chief for the area from the start. • A green corridor from Waterbeach to Cowley Road is important.

Chapter 11 – Question 68 (Smart technology)

Should the Area Action Plan require developments in the area to integrate SMART technologies from the outset?

- Respondents – 4
- Support – 2
- Object – 0
- Comment – 2

Main issues in representations:

33836, 33669, 33750

Question	Key Issues from Issues and Options consultation 2019
Q68 Smart technology (Support)	• Trinity College, Cambridge/Brookgate Land Ltd - As a place founded on the Science and Technology sector, there should be an embracement of Smart Technologies.
Q68 Smart technology (Comment)	• U+I Group PLC - Important to consider preparation of a digital strategy for NEC, to seek optimum speeds for broadband/fibre, opportunities to integrate SMART technology in homes, businesses and other development.

Chapter 11 – Question 69 (Waste Collection)

Should the Area Action Plan require the use of an underground waste system where it is viable?

- Respondents – 9
- Support – 5
- Object – 0
- Comment – 4

Main issues in representations:

33393, 33589, 33751, 33837, 32800, 32977, 33118, 33671, NECIO144

Question	Key Issues from Issues and Options consultation 2019
Q69 Waste Collection (Support)	• U+I Group PLC – Rather than committing to any specific type of solution at this stage, it will be necessary to understand whether innovative systems used on other sites, (e.g. North West Cambridge), can be applied here. • Good idea, particularly to avoid the scourge of wheelie bins being scattered all over footways. Consider providing waste collection points to minimise street clutter. • Household waste systems to be similar to Eddington.
Q69 Waste collection (Comment)	• Cambridge Past, Present & Future – Before committing to any particular system, a full appraisal of facilities used at Eddington should take place. • Trinity College, Cambridge/Brookgate Land Limited - This would be difficult to retrospectively fit to CSP but would be more viable for new large scale development. • Refer to Eddington for methods.

Chapter 12 – Question 70 (Phasing and relocations)

Do you agree that the Area Action Plan should prioritise land that can feasibly be developed early? Are there any risks associated with this proposed approach?

- Respondents – 13
- Support – 2
- Object – 8
- Comment – 3

Main issues in representations:

33020, 33672, 33838, 33254, 33752, 32944, 33189, 33205, 33224, 33318, 33415, 33488, 33590

Question	Key Issues from Issues and Options consultation 2019
Q70 Phasing and relocations (Support)	• St. John's College, Cambridge - It is critical that development should not be prevented in coming forward whilst the Area Action Plan is being prepared. • Brookgate Land Limited - Land that Brookgate Land Limited control can be developed early without prejudicing the outcome of the Area Action Plan process or the achievement of the comprehensive vision for the area as a whole.
Q70 Phasing and relocations (Object)	• Will end up with isolated dwellings with none of the infrastructure needed (junction improvements, car barns, wildlife habitat, green spaces etc) so end up with a car-dominated slum before the entire place is complete. Once people move to a place and drive as first choice, they then don't change their habits later.
Q70 Phasing and relocations (Comment)	• Orchard Street Investment Management - None of the sites can be prioritised without the essential relocation of the WTC. • U+I Group - Where landowners/developers can explain how development can be carried out in a

	coordinated/comprehensive manner in an equitable way using planning mechanisms (S106 etc.). We also support temporary/meanwhile uses to optimise economic and social benefits in the local area. • Trinity College, Cambridge – Early development will support momentum in the long-term delivery of the whole Area Action Plan area and continue to provide confidence in its delivery. Early delivery of infrastructure is also supported. • Cambridge Past, Present & Future – Only if managed by a project officer.

Chapter 12 – Question 71 (Phasing and relocations)

Should the Area Action Plan include a relocation strategy in preference to leaving this to the market to resolve?

- Respondents – 14
- Support – 10
- Object – 0
- Comment – 4

Main issues in representations:

33271, 33460, 33565, 33673, 32776, 33021, 33190, 33207, 33225, 33319, 33416, 33489, 33591, 33773

Question	Key Issues from Issues and Options consultation 2019
Q71 Phasing and relocations (Support)	• Orchard Street Investment Management – The Area Action Plan relies on the relocation of the WTC and therefore cannot be delivered in accordance with the Masterplan without its relocation. • Relocation within the area should be investigated in order to allow close integration with existing communities.

Q71 Phasing and relocations (Comment)	• Anglian Water Services Ltd - It is essential that Anglian Water as a sewerage undertaker can continue to serve our customers both during construction and after the re-development. A relocation strategy should be clearly defined and clarified. • Waterbeach Parish Council – Believe that the existing WTC is ideally located and expanded to include further capacity, and for the council to determine decisions rather than allow the market to resolve. • Ridgeons Timber & Builders Merchants and Turnstone Estates - If Ridgeons are to be relocated, any new site needs to be located within Cambridge and be appropriate and viable. • U+I Group PLC - Strategic opportunities must not be compromised by one or more parties that are unwilling to support the delivery of the NEC. Accordingly, the Councils cannot discount the possibility of using their CPO powers if required.

Chapter 12 – Question 72 (Funding & Delivery infrastructure)

Do you agree with an approach of devising a Section 106 regime specifically for the North East Cambridge area? If not, what alternative approach should we consider?

- Respondents – 9
- Support – 1
- Object – 7
- Comment – 1

Main issues in representations:

32801, 33138, 33162, 33255, 33592, 33674, 33839, 33336, 33753

Question	Key Issues from Issues and Options consultation 2019
Q72 Funding & Infrastructure (Support)	• Iansyst Ltd & Fen House Property Ltd - S106 regime should be specifically used, along with a contribution from Network Rail, to support the enhanced road bridge with the cycle and pedestrian bridge proposed to access recreational facilities.
Q72 Funding & Infrastructure (Object)	• Brookgate Land Limited - No, it is more appropriate for individual S106 agreements which are site specific.
Q72 Funding & Infrastructure (Comment)	• Natural England - Support a S106 regime to ensure all proposed developments across NEC contribute equitably to the provision and/or funding of all appropriate environmental infrastructure requirements. • St Johns College, Cambridge - It will be difficult to sustain a case for S106 framework across the NEC given disparate objectives of landowners and site characteristics. • Cambridge Past, Present & Future - S106 funds should be spread more widely to support places people use outside the site. • U+I Group PLC - It would be reasonable to expect all development within the area to contribute towards the required infrastructure, where it benefits the Area Action Plan area as a whole rather than individual sites/landownerships. • Trinity College, Cambridge - Agreeable to this being explored. It will, of course, be subject to the detail, but the principle is acceptable. • It is absolutely vital that the sustainable transport infrastructure for walking, cycling and public transport be delivered prior to significant development as car-centric options will become the norm. Preferably all of the walking and cycling grid would be delivered before any development.

	• Hold developers to account for decent S106 and stop letting them 'renegotiate' because they suddenly decide the development is not financially viable.

Chapter 12 – Question 73 (Funding & Delivery infrastructure)

What approach do you consider the most appropriate basis on which to apportion the cost of the infrastructure requirements arising from different land uses to ensure an equitable outcome?

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

Main issues in representations:

33297, 33675, 33754, 33840

Question	Key Issues from Issues and Options consultation 2019
Q73 Funding & Infrastructure (Comment)	• The Crown Estate - Suggest that an effective approach would be one that is straightforward and transparent so that there is a clear apportionment of "cost" can be factored into assessments at the outset. This could comprise a tariff based approach linked to the type and amount of new development proposed. • U+I Group PLC - We propose identifying specific infrastructure needed to meet the vision, where they should be located, establishing a cost base and appropriate equalisation formula to be levied on all new development. This could be one or a combination of a tariff and may be varied by use class. Set this out in a policy/legal framework with an appropriate indexing mechanism • Brookgate Land Limited/Trinity College, Cambridge - At the outset, it would appear appropriate for it to be related

	to the amount of new floorspace provided against its use class and also based on number of and type of trips.

Chapter 12 – Question 74 (Development viability)

How should the Area Action Plan take into account potential changes over time, both positive and negative, that might affect development viability?

- Respondents – 3
- Support – 1
- Object – 0
- Comment – 2

Main issues in representations:

33676, 33841, 33286

Question	Key Issues from Issues and Options consultation 2019
Q74 Development viability (Support)	• The Crown Estate – Need clear review mechanisms to reflect changes in circumstances and standards over the lifetime of the Area Action Plan development. This could include, but should not necessarily be limited to, sustainability standards.
Q74 Development viability (Comment)	• U+I Group PLC - This should be informed by a specific study that considers economic cycles, viability testing (whereby a reduction in S106/AH requirements are calibrated to protect infrastructure) and a robust review. • Trinity College, Cambridge – Suggest a flexible policy framework which is not overly prescriptive.

Chapter 12 – Question 75 (Land assembly and Compulsory Purchase Orders)

Do you agree with the proposal to require land assembly where it can be demonstrated that this is necessary for delivering the agreed masterplan for the North East Cambridge area and/or the proper planning of development?

- Respondents – 10
- Support – 7
- Object – 2
- Comment – 1

Main issues in representations:

33842, 33191, 33208, 33226, 33320, 33417, 33490, 33677, 32505, 33022

Question	Key Issues from Issues and Options consultation 2019
Q75 Land assembly and CPO (Support)	• U+I Group PLC - This does not directly affect U+I. Land assembly will help to ensure the delivery of comprehensive redevelopment of NEC.
Q75 Land assembly and CPO (Object)	• Trinity College, Cambridge - This would not be supported in CSP because all matters should be achieved through discussion given there is strong shared ambition. • Orchard Street Investment Management – Many of the current businesses could be left without premises due to the lack of alternative industrial and other business premises within the City. This could also then result in the closure of and loss of employment for local residents.

Chapter 12 – Question 76 (Land assembly and Compulsory Purchase Orders)

Should the Area Action Plan state that the Councils will consider use of their Compulsory Purchase powers? If so, should the Area Action Plan also set out the circumstances under which this would appropriate?

- Respondents – 15

- Support – 8
- Object – 3
- Comment – 4

Main issues in representations:

33023, 33163, 33566, 33843, 32901, 33192, 33209, 33227, 33321, 33418, 33491, 33678, 32506, 32730, 33774

Question	Key Issues from Issues and Options consultation 2019
Q76 Land assembly and CPO (Support)	• U+I Group PLC - The strategic opportunities must not be compromised by one or more parties that are unwilling to support the delivery of the NEC. Policy must specify how the Councils will use their CPO powers if required, and the circumstances for doing so. This will need to include the viability and timescales of pursuing a CPO process.
Q76 Land assembly and CPO (Object)	• Trinity College, Cambridge - This would not be supported in CSP because all matters should be achieved through discussion given there is strong shared ambition. • Veolia and Turnstone Estates - There should be no requirement for the Council's to consider use of CPO powers and this should not be included within the Area Action Plan. • Compulsory purchase is absolutely not justified in this setting. It is not right to think the council can buy up land they don't own.

Chapter 12 – Question 77 (Joint working)

Should the Councils actively seek to facilitate joint working between the various landowners/developers within the North East Cambridge area? If so, what specific matters could we target for joint working?

- Respondents – 15
- Support – 8
- Object – 3

- Comment – 4

Main issues in representations:

33293, 33356, 33567, 33844, 32876, 33272, 33284, 33593, 33679, 33755, 33775

Question	Key Issues from Issues and Options consultation 2019
Q77 Joint working (Support)	• Anglian Water Services Ltd - This should follow on from the development of the Area Action Plan with Anglian Water and other stakeholders as outlined in the extant Local Plan. • Cambridge Past, Present & Future - Joint working is required. • U+I Group PLC - A joint approach will need to consider a range of issues including connectivity, infrastructure locations, parking/trip budget, smart-city coordination, delivery programmes, design principles, energy/utilities and waste etc. • Brookgate Land Limited – Fully support, evidenced by our continued engagement. • Also include community representation within this joint working to ensure developers don't just prioritise their own short-term economic needs.
Q77 Joint working (Comment)	• The Crown Estate - We suggest consideration is given to the appointment of a jointly funded independent lead of North East Cambridge Area Action Plan to give strategic governance, act as facilitator, to co-ordinate the preparation of joint studies, etc. • Ridgeons Timber & Builders Merchants and Turnstone Estates/Veolia and Turnstone Estates - A coordinated approach will need to consider a range of issues including the potential relocation of the existing industrial uses including Ridgeons/Veolia. • Trinity College, Cambridge - Joint working focussed around connectivity, sustainable transport infrastructure and public transport.

	• Do not want a duplicate of the CB1 area and the broken promises from Brookgate.

Chapter 12 – Question 78 (Pre-Area Action Plan Planning Applications)

Do you agree with the Councils' proposed approach to dealing with planning applications made ahead of the Area Action Plan reaching a more formal stage of preparation?

- Respondents – 5
- Support – 3
- Object – 0
- Comment – 2

Main issues in representations:

33292, 33845, 33273, 33680, 33756

Question	Key Issues from Issues and Options consultation 2019
Q78 Planning applications (Support)	• Anglian Water Services Ltd/Brookgate Land Limited - Proposals made ahead of the Area Action Plan reaching an advanced stage should be considered in the context of extant Local Plan and not watered down through the Area Action Plan process. • U+I Group PLC - A coordinated approach is required and decisions on applications should be made against the Area Action Plan with appropriate, equitable contributions made.
Q78 Planning applications (Comment)	• The Crown Estate - It is important that the Area Action Plan ensures that a "first past the post" position does not arise. We would suggest that applications for development on land within the Area Action Plan area henceforth need to have regard to the draft Area Action Plan and that the Councils seek to prioritise the

	formulation of a regime for the delivery of infrastructure etc. • Trinity College, Cambridge - The recently adopted Local Plan made it clear that planning applications are capable of being granted planning permission in advance of the Area Action Plan being adopted, the Area Action Plan needs to adhere to this overarching policy position.

Chapter 12 – Question 79 (Meanwhile (Temporary) uses)

What types of 'meanwhile uses' should the Area Action Plan support for the North East Cambridge area?

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

Main issues in representations:

33274, 33681, 33757, 33846, 33594

Question	Key Issues from Issues and Options consultation 2019
Q79 Meanwhile uses (Support)	• Cambridge Past, Present & Future - It should be a balanced mix of public benefit use and customer buy in against the requirements of a construction site.
Q79 Meanwhile uses (Comment)	• Anglian Water Services Ltd – Dependent on when/where WTC is being relocated to. Analysis must be made of potential risk of odour from Cambridge WRC and the acceptability of different types of development. • U+I Group PLC - Would not expect policy to impose any particular restriction on types of use, with meanwhile uses serving to provide early foundations for the new Quarter of innovation. A positive policy approach to obligations and

	planning requirements will be needed to encourage temporary/meanwhile activation. • Brookgate Land Limited/Trinity College, Cambridge – Supportive of appropriate meanwhile uses where they add to the vibrancy of the area and its Science and Technology foundation.

Chapter 12 – Question 80 (Meanwhile (Temporary) uses)

Should there be any limit on the scale of a proposed 'meanwhile use'?

- Respondents – 3
- Support – 0
- Object – 2
- Comment – 1

Main issues in representations:

33275, 33682, 33758

Question	Key Issues from Issues and Options consultation 2019
Q80 Meanwhile uses (Object)	• U+I Group PLC – Imposing a limitation on the scale of a proposed 'meanwhile use', is contrary to its purpose and prevents optimism of site, especially if it stifles innovation and creativity. • Brookgate Land Limited – Object to any limits.
Q80 Meanwhile uses (Comment)	• Anglian Water Services Ltd – Any limits would be dependent upon the timing of the re-development of NEC, particularly when the WTC is relocated.

Chapter 12 – Question 81 (Meanwhile (Temporary) uses)

Do you think it appropriate to set a maximum period for how long a 'meanwhile use' could be in operation?

- Respondents – 3
- Support – 0
- Object – 1
- Comment – 2

Main issues in representations:

33276, 33759, 33683

Question	Key Issues from Issues and Options consultation 2019
Q81 Meanwhile uses (Object)	• U+I Group PLC - A minimum period should be based on the need and timetable for the permanent development. A reasonable period of operation is required in order to recoup the initial capital investment.
Q81 Meanwhile uses (Comment)	• Anglian Water Services Ltd - Any limits would be dependent upon the timing of the re-development of NEC, particularly when the WTC is relocated.

Chapter 12 – Question 82 (Meanwhile (Temporary) uses)

Should the Area Action Plan also include a requirement for 'meanwhile uses' to demonstrate how they will add vibrancy and interest and/or deliver on the wider development outcomes and vision for the North East Cambridge area?

- Respondents – 2
- Support – 0
- Object – 1
- Comment – 1

Main issues in representations:

33277, 33684

Question	Key Issues from Issues and Options consultation 2019
Q82 Meanwhile uses (Object)	• U+I Group PLC - 'Meanwhile' uses are temporary in nature and an approach that seeks to make efficient use of land, in a compatible manner with surrounding uses, so should be encouraged.
Q82 Meanwhile uses (Comment)	• Anglian Water Services Ltd - It is unclear how 'meanwhile uses' as defined could demonstrate that they would contribute to the overall outcomes and vision for the re-development of the area and depends on the WTC relocation.

Chapter 13 – Question 83 (Equalities Impacts)

What negative or positive impacts might the proposed plans have on residents or visitors to Cambridge with low incomes or who have particular characteristics protected under the Equality Act 2010? (The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation).

- Respondents – 21
- Support – 2
- Object – 0
- Comment – 19

Main issues in representations:

32591, 32601, 32653, 32802, 32879, 32881, 32945, 32980, 33193, 33210, 33228, 33322, 33397, 33419, 33457, 33492, 33508, 33685, 33847, 32607, 32973

Question	Key Issues from Issues and Options consultation 2019
Q83 Equalities Impacts (Support)	• Restricting accessibility by car could affect elderly, disabled or pregnant people, and those with young children. Good intentions for sustainability and inclusivity may damage community, for example by preventing elderly parents visiting residents.
Q83 Equalities Impacts (Comment)	• Campaign to Protect Rural England Cambridgeshire and Peterborough - An inclusive approach to community development should include the deprived areas of Arbury and King's Hedges, other existing communities within the proposed Area Action Plan boundary and the villages that will sit alongside it. • U+I Group PLC – A Health Needs and Impact Assessment, should be performed to better understand the challenges and issues faced in deprived neighbouring wards, so as to link into opportunities that will arise in NEC. • Trinity College, Cambridge – A successful Area Action Plan should make significant positive impacts to the wider community. • The bridge mentioned in point 6.25 "Crossing the railway line" should include road access to the north end of Fen Road. It would make a valuable positive impact on that community (a large percentage are an ethnic minority: Irish Traveller), with regards access to the emergency services, travel and employment opportunities, currently limited by the Fen Road level-crossing. Not doing this will increase division between rich and poor and breach the Equality Act. • All the walking and cycling infrastructure must be designed to be fully accessible to people with disabilities. That includes people who use adapted cycles, tricycles, tandems or mobility scooters to get around. All pathways and cycleways must be designed with parameters that are feasibly navigated by these vehicles.

	• There is very little mention of facilities and access for disabled people who cannot walk far or cycle. What are your plans to meet these needs?

Chapter 13 – Question 84 (Other comments)

Do you have any other comments about the North East Cambridge area and/or Area Action Plan? Are there other issues and alternatives that the councils should consider? If you wish to make suggestions, please provide your comments.

- Respondents – 43
- Support – 5
- Object – 5
- Comment – 33

Main issues in representations:

32496, 32580, 32613, 32731, 32732, 32883, 32946, 33120, 33122, 33141, 33145, 33149, 33164, 33241, 33278, 33345, 33394, 33441, 33450, 33461, 33463, 33514, 33545, 33549, 33595, 33601, 33686, 33782, 33852, 32599, 32630, 32647, 32978, 33283, 33303, 33402, 33506, 33697, NECIO145, NECIO146, NECIO147, NECIO148, NECIO149

Question	**Key Issues from Issues and Options consultation 2019**
Q84 Other comments (Support)	• Hurst Park Estate Residents' Association/Milton Road Residents Association - The consultation needs to address the issues which are likely to be of most interest to residents such as provision of genuinely affordable housing, not the official definition. • The Crown Estate - Supports a comprehensive approach to the planning and regeneration of the Area Action Plan area which contributes to the overall vision. • Provide vehicle access to the area east of the railway. • Provide for a church building within the North East Cambridge area.

	• Encourage sustainable travel, but without cutting off access for those who need cars. • Lesson can be learned from the Milton Road Project, namely developing working relationships between residents, stakeholders and the council as well as transport and traffic issues. Having someone as a resident's contact is essential.
Q84 Other comments (Object)	• The local authorities have not shown that the particular transport challenges which the proposals will pose for Milton Road can be addressed or will be addressed. • Object due to impacts on lack of clarity on how impacts on Fen Ditton and Ditton Meadows will be considered and minimised. • Oppose building heights. • Big mistake to omit a secondary school.
Q84 Other comments (Comment)	• Historic England - Glossary - Historic Environment typo - time rather than tine. We also suggest the addition of a definition for Conservation Areas. • Natural England - Planning positively for ecological networks, protected species and priority habitats using robust evidence will contribute towards a strategic approach for the creation, protection, enhancement and management of green infrastructure, as identified in the NPPF. • The Crown Estate - Welcome the opportunity to become actively involved. • Campaign to Protect Rural England Cambridgeshire and Peterborough - New WTC must not harm greenbelt, countryside, the River Cam corridor or other communities or water supply and must include suitable employment space. • Waterbeach Parish Council - Ensure that the required upgrade of the A10 corridor and sustainable transport links between Cambridge and Ely are strategically delivered (and managed by the LA) ahead of the proposed Waterbeach New Town and NEC development should they come forward together.

	• Cllr Hazel Smith - Please consider safeguarding a way to connect a foul sewer across under the railway. Inequalities in public services must not be made worse by the plans you are putting forward. • Railfuture East Anglia - Ensure that construction materials for the development should be as far as possible be delivered to and through the modern multiuser rail freight terminal already on site. • U+I Group PLC - Would encourage a specific section on education and health provision within the NEC, noting the different requirements of both on and off-site provision. • ESP Utilities Group LTD (Plant Protection Team) - Have provided advice regarding utility pipeline location and management during construction. • Close the level crossing. • Need link from Fen Road to A14. • Access to new site cannot be through Chesterton. • All rests on relocation of WTC. Where is it going? Only when this is sorted can a proper consultation take place. • Cycle paths need to be updated to include equestrians. Encourage the building of new homes immediately to meet the urgent need for housing. • Housing stock need to be council or housing association as current policy of shared housing and new buyer incentives is only driving up the prices, increasing the London commuter distance and generating large profits for developers who contribute nothing to the local community. • Lessons to be learned. We need to learn from the recent development at Cambourne and Northstowe of villages with limited travel links and poor-quality communities. • The consultation was too long since the previous consultation, with documents inaccessible, too long and detailed and consultation itself too short and not well-enough promoted which prevented it to be able to be understood and considered by the public fully. Consult in an open and transparent manner. • Very concerned about the increase of traffic this development will create.

	• Build publicly accessible toilets ideally of highest standards to make areas accessible to all. • Consider air quality with district heating schemes, if using fossil fuels do not burn in living and working areas. • If sewage passes underneath site will there be a pumping station? What happens if pump fails? No-one should end up living/working with the smell of sewage. • Parking controls should be in place from construction stage. • Cycleway surfacing needs to be considered and safety in the ice and snow. Consider heating paths. • Industries requiring lots of large lorries are incompatible with safe cycling and walking. • Integrate art into the design using high quality materials. • If excessive height and density is the only basis on which funding can be obtained to move the WTC, then it would be better to leave the sewage works where it is until an appropriate alternative approach can be found that is not alien to Cambridge. • Can the required infrastructure facilities for the high number of residences be provided? It seems highly unlikely. • More security at night. • In the action plan there is no provision for working with communities and individuals to instil behaviour change with respect to transport use. Nor is there any indication of research into current and anticipated population, dwelling, distance and amenity mix to ensure cohesion and connectivity. • There is the opportunity to create a bridge or underpass to Fen Road as well as improve planting in some areas. • The existing sewage works is in a great location to deal with growth in this area. • The local area beyond the site boundary should be improved. • Streets and spaces should be planned so they design out crime to avoid the mistakes of CB1.

Interim sustainability appraisal – North East Cambridge Issues and Options 2019

- Comments – 2

Main issues in representations:

33243, 32513

	Key Issues from Issues and Options consultation 2019
Interim Sustainability Appraisal (Comments)	• Encourage the building of new homes immediately. Plan a site for a secondary school as part of the current sewage works land. • "In peak periods, parts of the network frequently operate at or near capacity" should be changed to reflect a more realistic view, Milton Road, Green End Road, and Kings Hedges Road are heavily congested during peak periods and are massive sources of pollution. • The substantial increase in vehicle traffic that will occur from having a large development built in the middle of this needs serious thought. If not, we will experience significant additional delays and frustration, with economic and health implications. The development should have little or no provision for commuting by car.

3. Consultees at Issues and Options 2 (2019)

The following organisations were directly notified of the consultation on the North East Cambridge Area Action Plan Issues and Options Report 2 in accordance with the Town and County Planning (Local Planning) (England) Regulations 2012 via email or by post where no email address was available (individuals are not listed).

Duty to co-operate bodies

Cambridgeshire and Peterborough Clinical Commissioning Group
CATCH (Clinical Commissioning Group)
Civil Aviation Authority
Historic England
Environment Agency
Greater Cambridge & Greater Peterborough Local Enterprise Partnership
Highways England
Homes and Communities Agency
Marine Management Organisation
Natural England
NHS England (Midlands & East)
Office of the Rail & Road Regulator
Transport for London

Specific Consultation bodies

Affinity Water
Anglian Water
Bedford Borough Council
Bedfordshire and River Ivel Internal Drainage Board
Braintree District Council
British Gas
British Telecom Network Capacity Forecast
Cambridge Crown Court
Cambridge University Hospital NHS Foundation Trust
Cambridge Water Company
Cambridgeshire Constabulary
Cambridgeshire County Council
Central Bedfordshire Council
E.On Energy
East Cambridgeshire District Council
Ely Group of Internal Drainage Boards
Essex County Council
Fen Ditton Parish Council

Fenland District Council
Herfordshire County Council
Highways Agency
Histon and Impington Parish Council
Homes and Communities Agency
Horningsea Parish Council
Huntingdonshire District Council
Landbeach Parish Council
Middle Level Commissioners
Milton Parish Council
Npower
National Grid
Natural England
Network Planning National Grid Gas Distribution
Network Rail (Town Planning)
NHS Cambridgeshire
NHS Cambridgeshire and Peterborough Clinical Commissioning Trust
NHS Property Services
North Hertfordshire District Council
Npower Renewables
Oakington and Westwick Parish Council
Orchard Park Community Council
Over and Willingham Internal Drainage Board
Papworth NHS Trust
Peterborough City Council
Scottish and Southern Electric Group – SSE
Suffolk County Council
Swavesey Internal Drainage Board
UK Power Networks (formerly EDF Energy Networks)
Uttlesford District Council
Waterbeach Parish Council
West Suffolk (Forest Heath and St Edmundsbury Councils)

Councillors and MPs

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

Community Organisations

Various organisations representing equality groups (age, disability, race (including Gypsy and Travellers), faith) and the wider community.

Environmental Groups

Various organisations representing natural environment, wildlife, historic environment, and sustainable travel interests.

Major City Businesses and Networks

Various organisations representing business interests and local businesses.

Education

Various education establishments.

Local Residents Associations/Groups

Various residents' associations/groups and housing associations.

Key Delivery Stakeholders

Various utility/power/telecoms providers, landowners/agents/developers, registered providers, transport providers.

Other

Various other organisations such as emergency services, Hazardous Installations Inspectorate, Health and Safety Executive, local businesses in the Cambridge Northern Fringe area, Building Research Establishment, Design Council, Milton Country Park, house building groups, ramblers association and Sport England.

Appendix C: Draft North East Cambridge Area Action Plan consultation (2020)

1. About the consultation

The Draft Area Action Plan consultation formed part of the regulation 18 consultation stage under the Town and Country Planning (Local Planning) (England) Regulations 2012. The purpose of the consultation is to invite responses about the Draft Area Action Plan, from all interested parties, including residents and businesses as well as stakeholders and other organisations.

The Draft Area Action Plan consultation was open for ten weeks and invited comments on the full Draft Plan which was published in an accessible digital (html) format as well as a static PDF. We also consulted on the following supporting documents during the consultation period:

Sustainability Appraisal of the Draft Plan
Habitats Regulations Assessment Scoping Report
Draft Policies Map

We also published the following supporting documents, but we did not invite comments on them:

Equalities Impact Assessment
Consultation statement
Duty to Cooperate Statement

Further extensive evidence base documents were also published alongside the consultation to allow interested parties to further understand the rationale and evidence underpinning the Draft Area Action Plan.

During the consultation period, extensive outreach and communications activities took place in order to engage our communities as fully as possible, despite the consultation taking place during the Covid-19 pandemic and therefore with very limited ability to interact face to face.

The aims of the project-wide communications and engagement plan were:

Spreading the word

Communities and stakeholders should understand the vision and the narrative rationale behind it – why the Area Action Plan is shaped the way it is.
People living, working and studying in North East Cambridge should be aware that there is major change coming to the area over the next few years.

Communities, in particular hard to reach groups, and stakeholders should know how to find out information, ask questions and get involved in commenting or consultation activities if they wish.

Engaging with the Area Action Plan process needs to be made as easy as possible, removing barriers for disengaged or hard to reach groups.

Accurate, widespread understanding of the proposals

Communities and stakeholders should be aware of the key themes for the Area Action Plan and the broad overall outline of what is being proposed i.e. overall numbers, site area, etc.

It should be clear what the 'red lines' are – i.e. what can, and can't be influenced at this stage of the Area Action Plan development

A 'golden thread' from previous community engagement and consultation should be clear – there should be a demonstrated, clear and sound logic to the decisions that have been made.

Combat misinformation – myth busting.

Clear differentiation between the Area Action Plan, the Waste Water Treatment Plant DCO consultation, and other projects in the area (e.g. Brookgate, Fen Road, GCP transport projects) – demystifying a complex context

Developing a robust, well-informed plan

The Area Action Plan should be informed by a broad understanding of the views among stakeholders and community members – including the views of those who are traditionally disengaged or under-represented, such as young people.

The Plan must demonstrate that there has been meaningful engagement throughout the development process, and that this been taken into account appropriately, shaping the Area Action Plan.

At a minimum, the requirements of the Councils' adopted Statement of Community Involvement must be met

The Draft Area Action Plan was available for inspection, along with various supporting documents and evidence base studies on the Greater Cambridge Shared Planning Service website during the consultation period. Interested parties were able to submit comments via the online consultation system linked to the website.

A contact telephone number and email address for the Planning Policy team was provided on all publicity material allowing interested parties without access to the internet to arrange to inspect the consultation documents at the following venues (subject to Covid-19 restrictions):

- Cambridge City Council Customer Service Centre, Mandela House, Regent Street, Cambridge

- South Cambridgeshire District Council Reception, South Cambridgeshire Hall, Cambourne Business Park, Cambourne

Hard copies of the consultation documents could also be requested through the Planning Policy team.

Regular updates regarding the Draft Area Action Plan were posted throughout the consultation period across all social media platforms for both the City Council and South Cambridgeshire District Council. Posts included short 'Frequently Asked Questions' videos and publicised a series of webinars that were held to enable members of the community and interested parties to learn more about the Area Action Plan and ask questions of officers. Due to Covid-19 restrictions, in-person events were largely not possible, but the team was able to attend one in-person event at the North Cambridge Community Partnership pavilion at Nuns Way Recreation Ground.

Other ways of publicising the draft plan included:

- A paper summary leaflet, along with a postal feedback form, which was distributed to all addresses on the site and in the surrounding area
- Email notifications to Statutory Consultees, including Duty to Cooperate Bodies and general consultation bodies as well as to all those who had submitted representations to previous consultations on the Area Action Plan, and those who had requested to be notified of Area Action Plan or general planning policy consultations in the two Council areas.
- A broad poster campaign at bus stops, noticeboards and community venues around the area as well as advertising on buses and at stations.
- A public notice in the Cambridge Independent newspaper and joint Cambridge City Council and South Cambridgeshire District Council press releases
- Distributing an information leaflet to the Gypsy and Traveller community adjacent to the North East Cambridge Area Action Plan site inviting feedback on the draft plan.
- An article in the South Cambridgeshire residents magazine – Summer 2020 edition
- Publicity in local newspapers, community newsletters and similar

2. Who did we reach with the consultation?

We used many channels and methods to reach out to communities and stakeholders. These different channels, and the numbers reached by each are summarised below.

Notifications to our mailing lists at the start of the consultation:

Statutory consultees on the Cambridge City database (112) and South Cambridgeshire database (260)
Individuals who had opted in to receive emails about the Local Plan, or general planning matters, on the GCSPS database (60), Cambridge City database (634) and the South Cambridgeshire database (218)
Residents associations (39) and Parish Councils (96)
We emailed all elected members and staff at both Councils
We also encouraged other service areas to use their databases to spread the word.

While there is a level of likely duplication across databases, which it is not possible to estimate, over one thousand people across the Greater Cambridge Area will have been directly contacted via email. We sent letters to those statutory consultees and opted-in individuals on our database, where we do not have an email address contact for them.

Website visits

There were 2,361 unique page views of the North East Cambridge Area Action Plan landing webpage during the consultation period.

Social media

YouTube: over 126,000 video views.
Facebook: a reach of over 300,000 unique users and over 9,000 engagements with 44 organic and promoted posts by the Councils' communications teams.
Instagram: a reach of 138,072 users for 5 organic and promoted posts.
Twitter: over 70 tweets using the #NECArea Action Plan hashtag, including 52 organic tweets from Council accounts.
LinkedIn: nearly 2,700 impressions for 6 organic Council posts

Events

We held a series of eight online Q&A webinar engagement events using the Zoom platform. In total, these were attended by several hundred members of the public. The webinars were recorded and made available on the Cambridge City Council YouTube channel and the South Cambridgeshire District Council YouTube channel. The webinar recordings were watched online by a further 1,204 viewers. A record of the questions raised in webinars can be found in section 6 of this appendix.

Due to the COVID-19 pandemic, it was very challenging to attend in-person events due to social distancing and events were limited to 30 members of the public. However the team attended one event run by the North Cambridge Community Partnership, which was an open-air event at Nuns Way Recreation Ground. Around

30 members of the public spoke to the team on the day, and leaflets and information were given out.

Other

A public notice was posted in the Cambridge Independent
Posters were displayed at bus stops, Council venues and other community venues
Advertising was displayed on bus display screens and at stations.
Articles about the consultation were printed in the City and South Cambridgeshire District Councils' resident magazines which are distributed to every household
A news release was distributed which resulted in local media coverage at several points in the consultation.

Did we reach a representative demographic?

We sought, and received responses from individuals and a range of public, private and charitable organisations.

We asked respondents to complete a voluntary survey to tell us some information about themselves so we could evaluate the diversity of respondents. We received 88 responses to ten questions; not all respondents completed every question. The analysis below is of completed responses to each question and does not include those who skipped that question. The demographic findings must be taken in context as a 15% response rate of the total number of respondents to the consultation. Key findings were:

- The age demographic skewed broadly older. The chart below shows the age of respondents compared to data for the whole of Greater Cambridge (source: Cambridgeshire Insight population projections). An older demographic is typical of participation in public consultations similar to this and the number of younger people in Greater Cambridge according to census data skews younger due to the large number of students in the population. The proportion of respondents aged 25-44 was broadly proportional to the general population but it is clear that reaching young people continues to be a challenge.

- Respondents were mainly white and 7% identified as mixed or non-white in their ethnic background. This is a slightly lower percentage than the general population for Greater Cambridge, according to Census 2011 data.

- Over a quarter of respondents (28%) identified as having a religion with a further 8% answering 'prefer not to say'. 20% reported as Christian.

- 22% of respondents identified as having a physical or mental health condition or illness expected to last 12 months or more. 13% of Cambridge residents

and 13.9% of South Cambridgeshire residents reported a limiting long term illness or disability in the 2011 Census so this suggests that the consultation was particularly effective at reaching those with physical or mental health conditions.

- 82% of respondents were from a CB postcode.

3. How could representations be made?

The Draft Area Action Plan consultation gave community members and stakeholders a variety of ways to respond and provide comments. The consultation sought responses to ten 'big questions' alongside the opportunity to comment each individual draft policies.

The ten 'big questions' had a Likert scale format where respondents were asked to indicate their level of agreement with a statement or proposal along a five point scale. Free text comments could also be made to all questions. Comments on policies asked respondents to indicate if they supported or objected to the policy, or if they were neutral (comment). Free text responses were sought.

The supporting documents (Sustainability Appraisal, Sustainability Appraisal Scoping Report and Habitats Regulations Assessment Scoping Report) were presented in PDF format and general free text comments were sought on each document.

Responses could be submitted via:

- Opus 2 Consult system – for all parts of the consultation including the supporting documents, with the ability to upload attachments and an unlimited word count. Representations entered directly into the Opus system were entered against a specific question or policy.

- Email – using a downloadable response form for all parts of the consultation including supporting documents. Responses could also be submitted via email without using a response form although all respondents were encouraged to use a response form to assist the analysis of comments.

- Post, using the form and freepost return envelope sent out with the consultation leaflet which included the ten big questions, or the downloadable response form.

We also collated questions asked at the public webinars and took notes of conversations at the face to face event.

Analysis of representations

All representations received have been entered into the Opus Consult database by the officer team, for the purposes of keeping a complete record that can be analysed for plan-making. Where representations or comments were received via email or post, but the response form was not used and the representation did not explicitly identify which consultation question, or questions, their response referred to, their response has been entered against 'Question 11' in the database. Some respondents did not want their personal details published alongside their responses and therefore their comments could not be formally registered. However these responses are still of value and were considered as informal feedback.

To analyse the consultation feedback received, the team summarised the main points raised in each representation, and considered which specific policy each issue was relevant to. This report sets out what issues were raised of relevance to each policy, how these have been taken into account, and what changes have been made.

Redaction and personal data

All submissions including attachments have been redacted of personal data in line with our privacy statements.

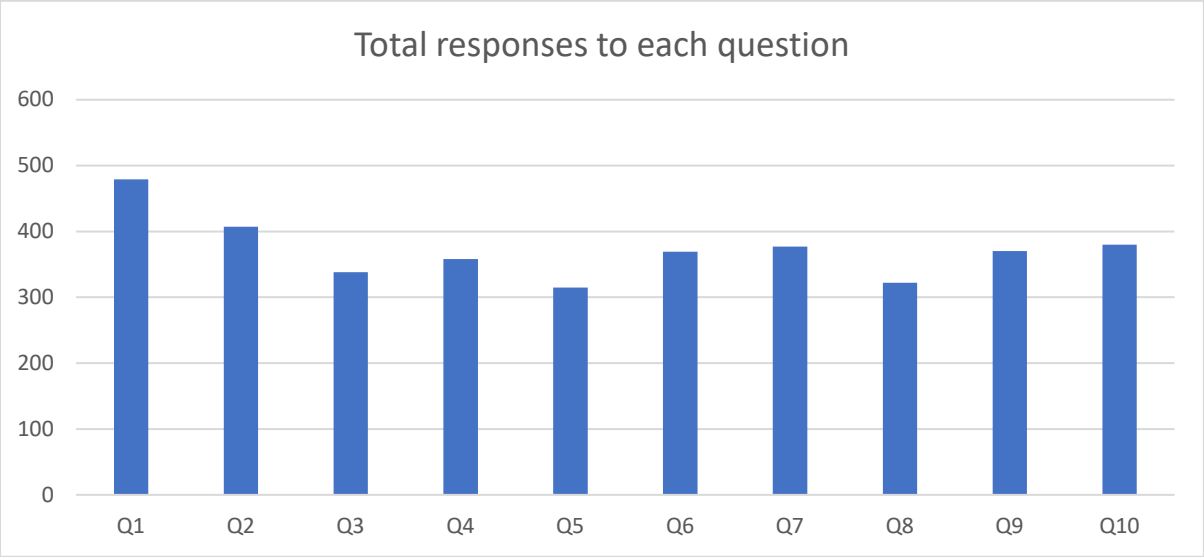
4. How many responses did we receive?

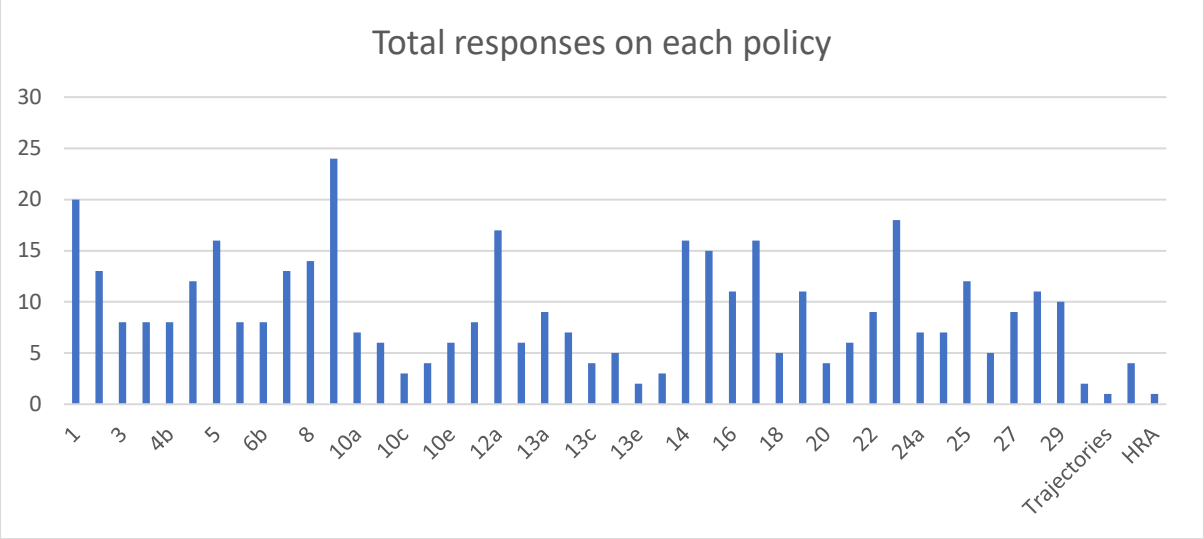
We received responses and comments to the consultation through a number of channels:

Method of responding	**Number of unique respondents**	**Number of responses (answers to individual questions or policies)**
Total number of responses	576	4,218
Opus 2 Consult online consultation system	437	2,983
Email	69	626
Post	70	609

Informal responses (via email or post)	14	23

Most respondents answered the ‘ten big questions’ in preference to commenting on the detailed policies. The charts below shows the percentage of the total number of responses received for each question and each policy/supporting document.





5. What comments were received, and how have we taken them into account?

Introduction

This section includes the following sub-sections:

- **Analysis of responses to the ten big questions** – the ten big questions were provided in the consultation alongside a summary of the plan, to enable respondents to view and comment more quickly on the draft plan.
- **Analysis of responses to the draft Area Action Plan** – these set out the responses to the policies within the plan itself, including:
    - What you told us previously at Issues and Options (2019), and how your comments in that consultation were taken into account
    - What you told us about the Draft NEC AAP (2020), and how your comments in that consultation were taken into account
    - Summary of changes to the policy between draft plan and Proposed Submission Plan, arising from consultation responses and other sources such as internal officer comments and Sustainability Appraisal.
- **Schedule of representation reference IDs and the policies they relate to** – this provides an index of all the responses received to the Draft North East Cambridge Area Action Plan in numerical order of representation ID and identifies the specific policy or policies that the responses relate to.

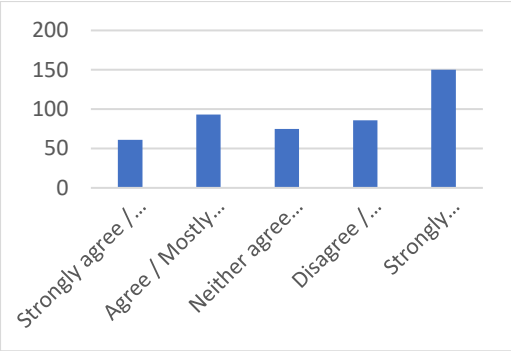
See also Appendix C1: North East Cambridge Area Action Plan: text changes between draft plan and Proposed Submission versions, which is a tracked changes version of the Proposed Submission Plan showing all text changes from draft plan.

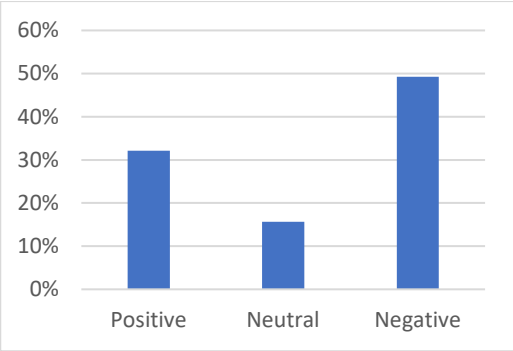
Analysis of responses to the ten big questions

In this sub-section of the report, a quantitative analysis is presented for each of the ten big questions.

The detailed issues raised in each response have been analysed in relation to the most relevant policy and the sub-section below this one sets out the issues raised, how they have been considered by the Councils, and summarises the changes made to each policy in response.

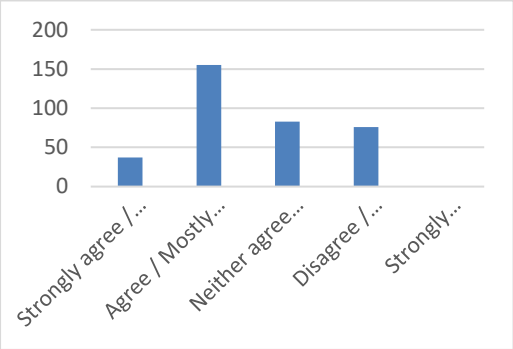
Question 1: What do you think about our vision for the Area Action Plan?

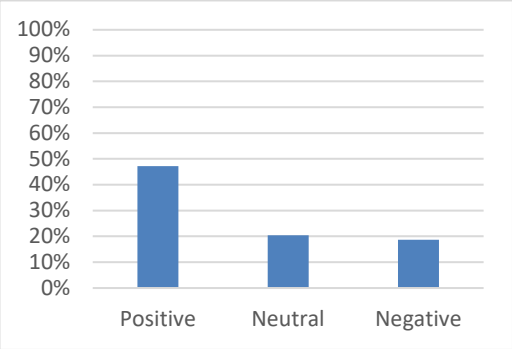




479 responses were received to this question and most of the written comments related to the vision and objectives, which are further considered below.

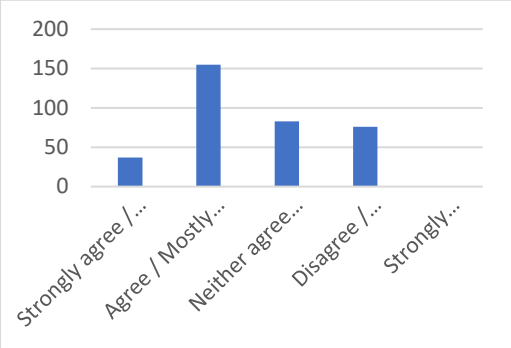
Question 2: Are we creating the right walking and cycling connections to the surrounding areas?

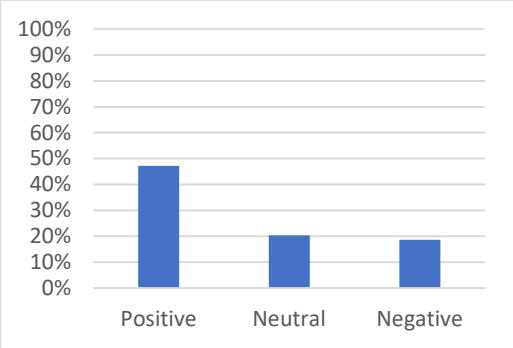




407 responses were received to this question and the content has been considered in relation primarily to policies 16 and 17.

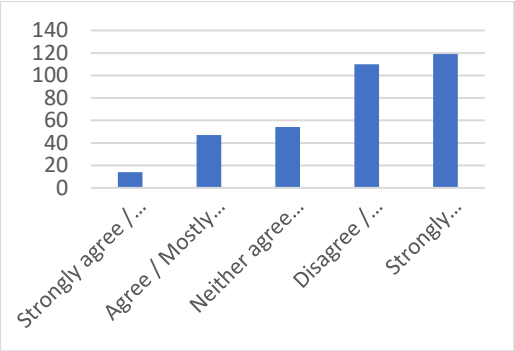
Question 3: Are the new 'centres' in the right place and do they include the right mix of activities?

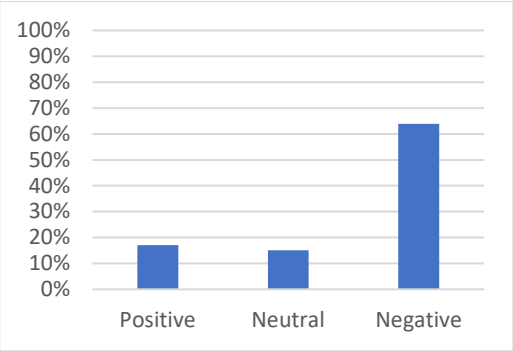




338 responses were received to this question and the content has been considered in relation primarily to policies 10a-10e.

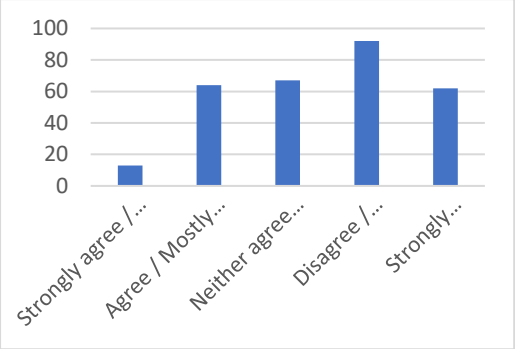
Question 4: Do we have the right balance between new jobs and new homes?

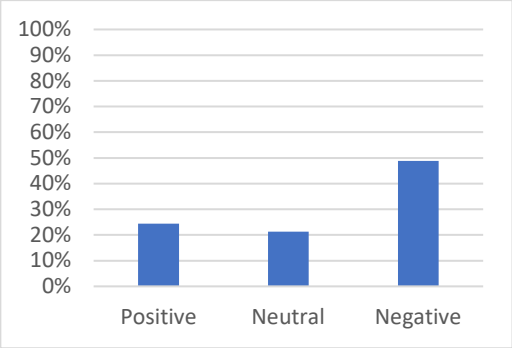




358 responses were received in relation to this question and the content has been considered primarily in relation to policies 1, 12a, 12b and 13a.

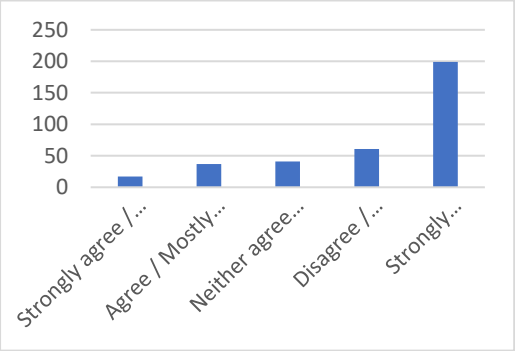
Question 5: Are we planning for the right community facilities?

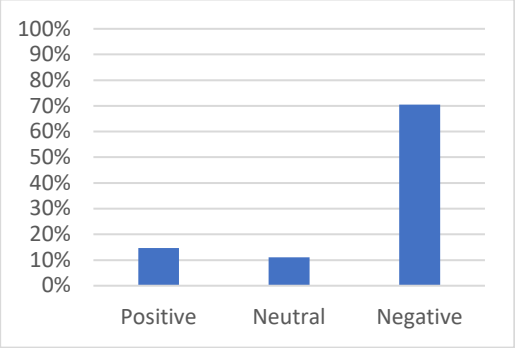




315 responses were received to this question and the content has been considered primarily in relation to policies 14 and 15.

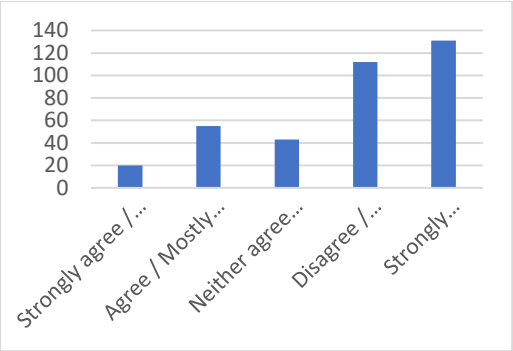
Question 6: Do you think that our approach to the distributing building heights and densities is appropriate for the location?

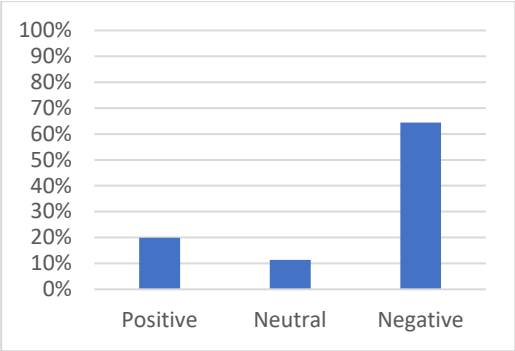




369 responses were received to this question and the content has been considered primarily in relation to policy 9.

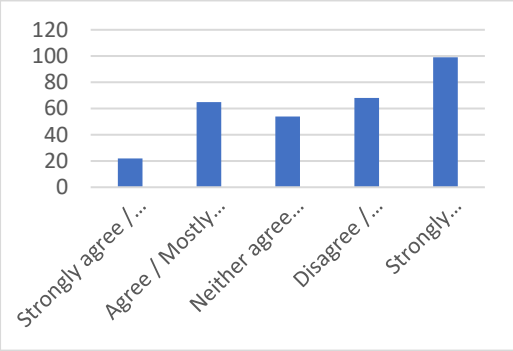
Question 7: Are we planning for the right mix of public open spaces?

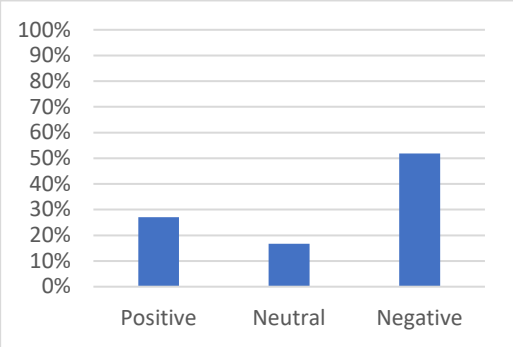




377 responses were received to this question and the content has been considered primarily in relation to policy 8.

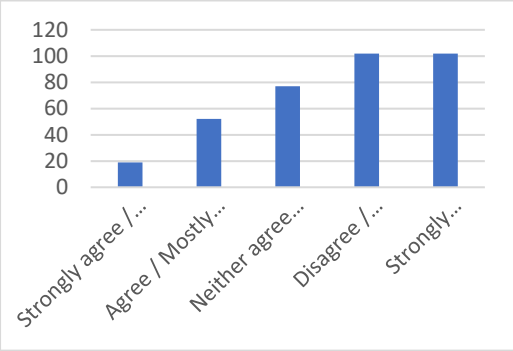
Question 8: Are we doing enough to improve biodiversity in and around North East Cambridge?

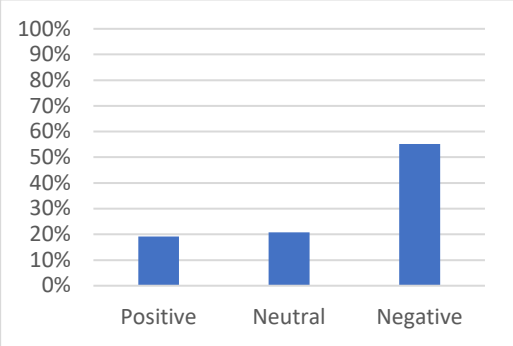




322 responses were received to this question and the content has been considered primarily in relation to policy 5.

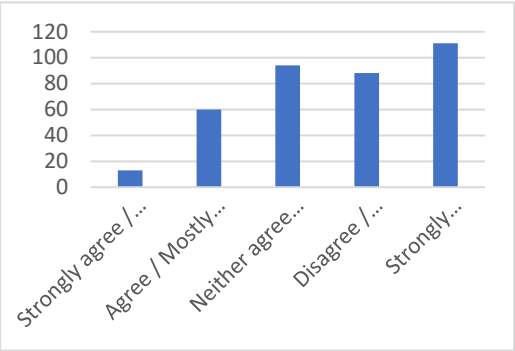
Question 9: Are we doing enough to discourage car travel into this area?

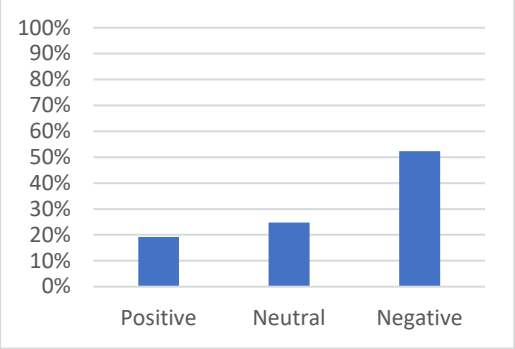




370 responses were received to this question and the content has been considered primarily in relation to policy 22.

Question 10: Are we maximising the role that development at North East Cambridge has to play in responding to the climate crisis?





380 responses were received in response to this question and the content has been considered primarily in relation to policies 2, 3, 4a, 4b and 4c.

Analysis of responses to the draft Area Action Plan

Analysis of responses relating to the vision and strategic objectives

What you told us previously at Issues and Options (2019)

In relation to the proposed vision, there was support for the emphasis on low carbon, living and working close to home, transport improvements, and inclusivity. Some comments suggested further emphasis was needed on cycling and public transport, culture, and on provision of services and facilities. Other comments questioned the relationship of the vision with the proposed site area, with one noting that NEC addresses two distinct areas, and another questioning whether the vision could be considered inclusive when it excludes the Fen Road Traveller site.

In relation to the plan's objectives, comments addressed the following themes:

- Objectives including a focus on zero-carbon – there was support for this ambition. There was concern that economic growth objectives will make zero carbon harder to attain. Other comments suggested that wording should be added that acknowledges Water Treatment Centre relocation will contribute to mitigation of climate change, and that the Plan should exclude concrete to allow for zero carbon goals.
- Objectives addressing transport - there was support for integrating development with public transport, walking and cycling infrastructure. Comments suggested highlighting equestrian/horse-riding benefits, and embracing innovative ways of travelling beyond the motor vehicle. More broadly, comments suggested creating jobs would create less congestion and pollution at a location where there is an excess of residential, such as Cambourne.

- Objectives addressing the natural environment – there was support for an environmentally green infrastructure framework, as well as for SuDS integration. Comments for revisions suggested that net gain must create a network of natural greenspace, there could be specific reference made to 'natural capital', that it would be helpful to make clear that SuDs is not limited to green spaces, and that the biodiversity aim in Objective 7 unlikely to be met without the inclusion of a green corridor.
- Objectives addressing design – comments suggested that there needed to be reference to the historic environment, and to vernacular buildings and materials. Another comment suggested that the 'strong identity' claim will fail as the site is clearly two distinct places separated by Milton Road.
- Objective 12 addressing jobs – comments supported the shift from employment-led regeneration to intensified mixed use. Some comments suggested that the objectives should be broader to allow future economic growth rather than constrain it. Other comments noted the need to consider carefully the existing established businesses in the local area, and questioned whether there would be a truly diverse range of quality jobs on the site.
- Objective 18 addressing density – responses varied, with some suggesting development must be spread out and low level, and others suggesting that density should be maximised noting that the NEC is a large brownfield site with excellent public transport and potential to be highly sustainable.

How your comments have been taken into account

We developed the vision to include greater definition of the kind of place North East Cambridge will be as a new city district, to identify the mix of uses proposed, and to emphasise the integration of North East Cambridge with surrounding neighbourhoods.

We developed the objectives, grouping them into topics responding to key phrases in the vision. We amended the content of the objectives in response to representations, including by strengthening support for low carbon by referencing the Councils' climate and biodiversity emergencies, providing additional clarity on the approach to connectivity to and through the site, adding in more specific references to health, including healthy new town principles, adding further focus on infrastructure, adding more explicit support for economic growth and revising the wording around density.

What you told us about the Draft NEC AAP (2020)

Comments supported the low carbon ambition for North East Cambridge, including seeking to prioritise active travel and public transport use, as well as the intention to integrate development with surrounding communities. Some comments were concerned that the city district vision was inappropriate for the edge of city location, and others sought further emphasis and clarification for a more location-specific sense of place. A number of comments sought greater focus on specific themes such as affordable housing, inclusive development, and the historic environment.

Other comments expressed support for vision, but concern that: the AAP policies won't support this, in particular noting the density of development and associated mix of housing and lack of green space provision; and/or that the vision couldn't be delivered, in particular noting the challenge of delivering the transport strategy minimising impacts on the wider network.

Comments expressed support for:

- The low carbon ambition for North East Cambridge, seeking to prioritise active travel and public transport use
- The intention to integrate North East Cambridge with surrounding communities
- The aim of creating a beautiful city district
- The aim of creating a walkable district incorporating jobs, education and services

Examples of supportive responses included:

- "The AAP area is the largest brownfield site in Cambridge and is extremely well served by existing public transport. It therefore has the potential to transform into a high-quality gateway to the city and act as a catalyst for the regeneration of the wider area."
- "The focus on local amenities, jobs, education etc. seems very sensible, as do the strong emphasis on walking and cycling."
- "A connected, eco friendly, cultural and vibrant hub of activity and community is what NE Cambridge desperately needs."
- "Firm integration with surrounding communities to allow them to develop in addition to the new community is so important. King's Hedges, particularly, has so few amenities (shops, pubs, cafe etc)."
- "I like the references to local facilities, beautiful buildings, green spaces, and good walking and cycling links with surrounding areas."

Concerns and issues raised by responses included:

- The vision and objectives should aim explicitly for net zero carbon, beyond low carbon
- Disagreement with the nature of the vision, suggesting that it is too urban for North East Cambridge's location on the edge of Cambridge.
- The vision should be reconsidered in the light of COVID-19's impact on working patterns
- Support for higher employment provision than that proposed, and for the vision to be more specific in supporting the internationally significant knowledge economy Science and Innovation Parks to evolve in order to build upon their world-renowned reputations.
- North East Cambridge should support a circular, localised economy
- The vision doesn't say who the new jobs and homes are for
- The site includes the Cambridge Science Park but the mixed use vision doesn't wholly apply to it

- Comments seeking a more location-specific sense of place, including in terms of architectural design of buildings and communal space, and noting the site's connection to the rest of the East of England or London
- Disagreement with the aim of discouraging car use, including noting the emergence of electric vehicles
- Seeking more explicit reference to an inclusive development for groups including disabled people, children and young people, older people, and those on lower incomes
- The vision ignores the adjacent traveller community
- Comments requesting specific additions to the vision and objectives, including the following:
    - Add specific reference to provision of healthcare infrastructure
        - "It will provide a significant number of new homes, a range of jobs for all, local shops and community facilities, including appropriate health care infrastructure"
    - Add specific reference to layout, choice of materials (and their long term resilience and attractiveness), range and type of "must have" facilities together with landscaping and architecture make this a place where people are proud to live and work.
    - Need greater focus on quality of life
    - Need greater emphasis on high quality development
    - Request for more explicit support for affordable housing, and greater clarity on its definition
    - Add specific reference to the historic environment and the importance of drawing on, reflecting, protecting and enhancing that through new development.
    - Active travel should refer to equestrians
    - Add specific reference to dedicated community gardens and space for allotments
    - Add specific reference to access to green space
- Support for vision but concern that the AAP policies won't support this, in particular noting:
    - the level of housing proposed
    - the density of development and associated mix of housing and lack of green space provision;
    - the plan is overly focused on supporting economic growth at the expense of the climate
    - Disagreement with the idea of moving the Water Treatment Works
    - Concern about lack of green space provision
- Support for the vision but concern that it won't be delivered, in particular noting the challenge of delivering the transport strategy minimising impacts on the wider network.

Examples of representative comments included:

- We could use this opportunity to set aside much more land for recreational green space and nature reserves, with a mode a modest amount of additional

environmentally friendly housing to alleviate the lack of housing in the area currently.
- “It should explicitly aim for Net Zero Carbon”
- “Far too dense and incongruous with Cambridge”
- “This really ought to be an opportunity for an outstanding sustainable ‘garden suburb’ development for the 21st century (perhaps drawing inspiration from BedZED, and not modern-day Singapore.”
- “The vision states that NECAAP will have ‘a real sense of place’. What does this mean?”
- “I would like to see more focus on providing homes and services for those in lower-income brackets”
- “We believe in the vision and principles which focus on a place for everyone with everything nearby. The focus on getting more people walking and cycling is particularly welcome to ensure a healthy, safe, and vibrant community that will lead to a zero-carbon future. However, the details given in the longer Area Action Plan and supporting documents do not give confidence that this vision will be implemented successfully.”

How your comments have been taken into account

The draft plan’s vision and objectives were in the main broadly supported by representations, and as such their core components have been retained for the Proposed Submission Plan. Comments suggesting that the nature of the vision should be fundamentally altered, such as those suggesting the vision is too urban for North East Cambridge’s location or disagreeing with the aim of discouraging car use, have been noted but have not resulted in changes to the document given the site’s good levels of accessibility by public transport, it is a significant brownfield site within the city and is supported by evidence that this is the most sustainable site out of the preferred sites identified in the emerging Greater Cambridge Local Plan.

Comments suggesting that the vision should include an aim of net zero carbon have been noted, but have not resulted in changes to the document, given that as the Area Action Plan is only able to require new development to achieve zero carbon standards rather than retrofit existing buildings across the AAP area.

Comments suggesting additional focus on issues such as inclusive development and affordable housing were noted. It was considered that the draft plan’s wording adequately addressed these important issues.

Amendments have been made to the vision and objectives responding to comments seeking additional focus on high quality design, infrastructure (including healthcare and growing spaces) and local heritage.

Concerns that the AAP policies won’t support the proposed vision, and that that it won’t be delivered, were considered in relation to the relevant policies in the Plan.

Summary of changes to the policy

Vision

Amendment to the vision to include specific reference to North East Cambridge being a healthy place, reflecting the Councils' priority of this ambition as set out in objective 4.

Amendment to the vision to include specific reference to high quality development, responding to representations highlighting the importance of good design to make North East Cambridge a place where people are proud to live and work.

Objectives

Amendments to the objectives include the following:

Objective 1

Addition of reference to sustaining the transition to renewables to respond to officer comments noting the importance of not just reaching net zero carbon but sustaining it.

Addition of reference to blue infrastructure as well as green to clarify the important role of the water environment within and close to North East Cambridge.

Addition of reference noting that provision of green and blue infrastructure will help mitigate the climate emergency, responding to officer comments.

Objective 2

Addition of reference creating opportunities for social integration, community engagement and connecting people with nature

Addition of reference to a greater breadth of social infrastructure including community, sport and health infrastructure, responding to representations asking for reference to health infrastructure in particular.

Addition of reference to the area's unique heritage to respond to representations asking for specific reference to the historic environment.

Objective 3

Addition of reference to an integrated economy, that meets the needs of people living and working within the area, responding to representations querying who the proposed jobs were for.

Additional reference to high quality community, cultural and open space facilities

Objective 4

Addition of reference to providing a series of walkable neighbourhoods, and also streets and spaces which enable social interaction and play, responding to representations encouraging a focus on high quality design including provision of communal spaces.

Additional reference to food growing activities, responding to representations asking for this.

Policy 1: A comprehensive approach at North East Cambridge

What you told us previously at Issues and Options (2019)

- There was overall support for the creation of a higher density mixed use residential led development to the east side of Milton Road and the benefits of providing homes and employment near each other supported by good sustainable transport options was highlighted. The opportunity to comprehensively plan the area and relocate heavy industrial uses and remove associated vehicle movements was welcomed, in particular away from existing homes and schools.
- There was overall support for the intensification of employment floorspace across the North East Cambridge area. The opportunity to redevelop existing outdated commercial premises and provide space for small and medium-sized enterprises, retail, leisure, and creative industries was highlighted.
- The reuse of brownfield land for development was supported subject to being able to provide viable alternative sites for the existing uses.
- Concerns were raised about displacing existing industrial uses and the need to provide a range of jobs for different skills, not exclusively hi-tech jobs.
- Some responses felt that the Trinity Hall Farm Industrial Estate should not be a residential led mixed-use area.
- Some comments highlighted that in planning the new district, the operational needs of existing businesses will be a crucial consideration and the land use planning should result in a place that limits noise in proposed and existing residential areas.
- Some comments highlighted the need for an evidence-based approach to support decision making about what land uses can be accommodated as part

of the North East Cambridge area, and for some flexibility. Viable and convenient alternative locations for existing businesses that are not compatible with residential uses need to be found.

- Responses stated that GP and pharmacy provision are needed alongside small economically viable retail space. The cultural offer needs to be planned too with arts and meeting spaces to help the community establish and develop an identity. It was emphasised that there needs to be flexibility in the way in which services and facilities are provided and that meanwhile/interim uses are important alongside maintaining appropriate existing uses.
- There was support for the creation of public space for events and a wider green space network. You felt that there should be a choice of places to go such as restaurants and that a community centre and sports centre should be included in the planning of the new district. All uses should be supported by an easily accessible cycle and walking network to link Cambridge Science Park and Cambridge Regional College to the west with development to the east.
- Providing the right facilities to support a walkable place was raised as an important consideration with a secondary school highlighted as an omission. It was felt that a secondary school is a key component to support a new community and community cohesion as well as reducing the need for people to travel elsewhere.

How your comments were taken into account

- The proposed policy establishes a clear expectation that North East Cambridge will take a comprehensive placemaking approach to development that will result in a distinctive, high-quality, and coherent new city district. Crucial to this is the requirement for development to accord with the Area Action Plan Spatial Framework and other supporting diagrams within the plan, that identify the strategic spatial design requirements across the whole of the plan area.

- The policies within the plan, combined with their supporting diagrams, provide a sound basis for the re-provision of existing businesses as part of the overall regeneration plan for North East Cambridge. The need to re-provide existing commercial and industrial floorspace in more efficient forms and in better locations is fundamental to creating a higher density and efficient form of development that will make best use of the site and deliver much needed homes close employment and supported by sustainable transport options.

- A Cultural Placemaking Strategy has been prepared to provide an understanding of what the new District needs beyond the typical ‘retail space’

to deliver a richer and more complete urban living experience. As such the comments about the provision of other uses within the North East Cambridge area have been taken forward with an evidence-based approach taken to inform what and how provision should be made.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- The draft AAP is not appropriate in scale, density, heights (lacking character) or location e.g., too close to A14

- Too general in approach / too selective and heavily focused on topics such as climate change and not enough focus on affordable housing provision

- The approach is too heavily based on the relocation of the Waste Water Treatment Plant, which shouldn't be relocated to a Green Belt site, and needs to be clearer in approach and impact
- The phasing and delivery of key infrastructure and facilities needs to be ensured from the start of development and throughout (e.g., maintained and managed well) to cater for large population in and surrounding the area e.g., schools, shops, and GP's – concern for lack of secondary school and need for clearer justification/evidence for safeguarding site
- Existing businesses need to be relocated to appropriate locations and their needs should be addressed further alongside 'meanwhile' uses that are compatible with existing businesses
- The spatial framework and supporting diagrams are too prescriptive - needs to be more flexible and marked as indicative
- Need to get balance right between employment and provision of homes – much greater emphasis should be given to housing
- The AAP needs to be clearer in the mechanisms in which job opportunities will be achieved and how will driving be reduced if people are travelling into the area to work?
- The impacts of Brexit and Covid-19 on the AAP have not been set out e.g., demand for office floorspace / need for retail / housing needs

There were a number of comments that agreed with the overarching aims and principles expressed in the Area Action Plan vision but expressed varying degrees of concern about whether the approach in the Plan would actually provide a comprehensive approach at North East Cambridge. There were also concerns regarding the relocation of the Waste Water Treatment Works, how essential supporting infrastructure would be delivered to support

development in a timely way and how a large increase in the number of new jobs would create a well-balanced new community that would also address the housing needs of Cambridge.

Comments expressed support for:

- General support for the approach and content of Policy 1
- Phasing to ensure compatible meanwhile uses with existing businesses
- Further developing the spatial framework to accommodate retained infrastructure and new assets within the layout
- A comprehensive mixed-use development including the provision of homes and jobs.

Examples of supportive responses included:

- “I generally support the development of the area. It is quite a far-reaching and lovely plan in many ways - I like the green corridors, the new centres for commerce/socialising, and actually a fan of more dense in building but ensuring access to green space, trees etc)”.
- “This is an excellent way of meeting the targets for accommodation, jobs and supporting facilities. Being a considerable distance from Cambridge centre it should not dominate the sense of place that makes the city special, nor, it is hoped, detract from the key views over the city”.
- “I love the vision, it is the implementation that I worry about. Yes, please, let's have a walkable, cycleable, car-discouraging development with a sense of community and clean air!”
- “I think it's great having a development that is planned for a sustainable future, taking the climate and biodiversity emergencies into account. Car-free. streets, green spaces, great”.

Concerns and issues raised by responses included:

- Lack of comprehensive approach to development
- The relocation of the WWTW to a Green Belt site
- The proposed residential heights and densities are too high
- Disingenuous that this is an eco-friendly development

Examples of representative comments included:

- “Compared with strategic sites such as Cambourne, Northstowe and Waterbeach, the scale of residential development proposed is comparable, but necessitates residential densities that are unprecedented in the Cambridge area”.

- “Concerned that a piecemeal delivery may already be locked in by construction and planning applications currently underway and the reliance on individual landowners and developers. We support Cambridge Past, Present and Future’s recommendation to establish a Special Purpose Vehicle such as a locally-controlled Development Corporation to ensure that the vision for the area can be properly realised”.
- “I think it is frankly duplicitous and disingenuous to be promoting the eco advantages of using this brownfield site when nearby greenbelt land is being destroyed in order to free up the brownfield site through the relocation of the sewage works. I don't believe the eco and climate impact of the sewage works has been included in the eco impact assessment of this build and you cannot divorce the two”.
- “The number of jobs, and therefore commercial office space, in the development is disproportionately high. Given that there is already a housing shortage in Cambridge, why allow for more commercial space that will lead to more jobs, leading to more demand for housing? In addition, after the COVID pandemic dies down, there will clearly be reduced demand for office space, so providing so much commercial space in this development is foolish”.
- “Cambridge desperately needs affordable housing but they must be homes where people what to live and can grow with their families, not high-rise rabbit hutches”.

How your comments have been taken into account

North East Cambridge will play an important role in the future growth of Greater Cambridge over the Plan period and beyond. The Council’s evidence has demonstrated that the site is the most sustainable site out of the Council’s preferred sites in the emerging Greater Cambridge Local Plan. Through the comprehensive redevelopment of the area, the AAP creates a planning framework that can optimise development to create a new city district that supports new homes, jobs, community facilities and services as well as open spaces.

To this end, it is essential that all development proposals make a positive and meaningful contribution to delivering the Vision and Objectives of the Area Action Plan and that the councils, landowners, development, the community, and other partners work together.

The Area Action Plan has been prepared to provide the framework for North East Cambridge which is predicated on the relocation of the Waste Water Treatment Works through a Development Consent Order (DCO) process. This is a separate process to the Area Action Plan and as such, any proposal to

relocate the existing facility will be required to address existing adopted planning policies to support any future planning application.

Further work has also been undertaken to support the Area Action Plan since the publication of the draft Plan in 2020, including further evidence studies on heritage and townscape impacts and the relocation of employment uses. Alongside the comments on the draft Plan, this has informed the subsequent changes to the AAP Spatial Framework and policies.

The policy has been updated to reflect the new quantum of development at North East Cambridge. The amount of development has been informed by significant changes to the Spatial Framework which introduces an enhanced open space provision and distribution across the AAP area whilst also reduces the amount of planning employment development to facilitate a better balance between new homes and jobs. There are also reductions to building heights and densities across the AAP area which are set out within the relevant AAP policies.

Summary of changes to the policy

Amendments to improve the effectiveness of the policy, including:

- Revise the quantum of development to approximately 8,350 new homes, 15,000 new jobs.
- New first paragraph clarifying the requirement to achieve comprehensive development.
- Add reference to the Combined Authority as a strategic partner for collaboration.
- Add requirement to secure and deliver a strategic site environmental noise barrier close to the A14.

Policy 2: Designing for the climate emergency

What you told us previously at Issues and Options (2019)

Carbon reduction targets

- There was clear support for the setting of targets that reflected the climate emergency.
- Decarbonisation of the grid should be considered, to ensure that the redevelopment of the area is not locked into the use of potentially higher emitting technologies over time.

How your comments were taken into account

- In light of our legal obligations the North East Cambridge Area Action Plan must place development on a clear pathway towards net zero carbon by 2050, giving consideration to all aspects of net zero carbon over which planning has influence.
- Further work is being undertaken to identify what future targets would look like, building on carbon footprint and carbon budget work already undertaken for the area and considering the implications of governments Future Homes Standard on the framing of carbon reduction targets.

Wider approaches to climate change and sustainable design and construction

- You generally supported the approach outlined for setting clear and measurable targets for sustainability, supporting an aspirational approach to sustainability with some calls for flexibility in how these aspirations were applied.
- There were calls for us to increase the minimum standard for non-residential schemes from BREEAM 'Excellent', which is adopted policy for the rest of Cambridge and already achieved by schemes already under construction at North East Cambridge, to BREEAM 'Outstanding'.
- Some supported the use of the BREEAM 'Communities' standard, while others felt that further work was needed to see if such a standard would secure effective outcomes for the Area Action Plan area.
- You asked us to follow guidance from notable charities and NGOs such as the UK Green Building Council, who have developed a Framework for Net Zero in the Built Environment.
- Many recognised the opportunities that the scale of development at the site presented in terms of energy and water.
- You asked us to consider the embodied impacts of buildings and infrastructure as well as opportunities for the promotion of circular economy principles, embracing and supporting innovative smart-tech and infra-tech.

How your comments were taken into account

- The proposed policy carries forward many of the options previously consulted on, some of which the Councils are required by law to include in its Local Plans, through the Planning Act (2008). Other elements are supported by the National Planning Policy Framework, which, at paragraph 149, places a duty on local planning authorities to adopt "a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures".

- The preferred policy will help to ensure that development at North East Cambridge mitigates its climate impacts in terms of reducing emissions, as well as ensuring that the site is capable of adapting to our future climate.
- In terms of construction standards for new non-residential development, as per the option outlined in the 2019 Issues and Options consultation, BREEAM 'Excellent' is recommended as the minimum construction rating. BREEAM 'Outstanding' represents innovation, with less than 1% of the UK's new non-domestic floorspace achieving this standard. It is not the Building Research Establishments (BRE) intent for 'Outstanding' to be applied to all schemes, but to remain an indicator of innovation. BREEAM 'Excellent' represents best practice, being equivalent to the performance of the top 10% of UK new non-domestic floorspace, while a basic rating of BREEAM 'pass' represents standard practice. We therefore consider that BREEAM 'Excellent' should be the baseline standard for North East Cambridge, but that policy should include an ambition for schemes to target BREEAM 'Outstanding', in keeping with the vision of the site being a place for innovative living and working. This would build on the approach being taken on other sites in Cambridge, for example at the University of Cambridge's West Cambridge site.
- While the focus of policy is on BREEAM certification, the policy is supportive of alternative sustainable construction standards for both non-residential and residential development, for example, the Passivhaus standard.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- Support for emphasis on future climate and related policy requirements– development should be zero carbon
- Lacking ambition - Why is the plan no longer carbon free. Needs to be more transparency about true carbon cost and environmental of NEC (including relocation of WWTW)
- Build to Passivhaus standard/need stronger commitment to clear and ambitious building/construction and water efficiency standards
- All homes should have solar panels and ground source heat pumps
- Support for food growing opportunities across the site and wider circular economy activities
- Given the high degree of uncertainty about climate adaptation and social trends over the next few decades, the Action Plan must promote highly adaptable designs of buildings and spaces.
- Support for green roofs for all flat roofs, productive roofscapes, green walls

- Need to have similar construction/sustainability standards as Eddington development (Marmalade Lane (K1), Goldsmith Street)
- Proposals should start with a more carbon-realistic limit on trips and parking spaces (need to begin with a carbon budget)
- Inclusion of embodied carbon is crucial
- Target net zero by 2030 not 2050
- Need for a site wide approach – masterplanning for climate change
- AAP should prescribe standards but allow developers flexibility in achieving them

While there was support for the role of planning in responding to the climate emergency, it was clear that many respondents considered that the AAP needs to set clearer and more ambitious targets related to net zero carbon development and construction targets needed to achieve this with a sense of urgency. Reference was made to schemes such as Eddington, Goldsmith Street and Marmalade Lane. This was contrasted by submissions that, while supporting the general thrust of the policy, considered that there was a need for a degree of flexibility to allow for changes to technologies and solutions.

Many respondents queried how such a dense development could adequately respond to the climate emergency, highlighting issues including the carbon associated with construction and also the environmental impact of relocating the sewage treatment works. Some also considered that the mix of the development wasn't quite right – too many new jobs compared to new homes, whereas we should be supporting a true mixed use approach that would enable people to work locally in order to reduce commuting.

Comments expressed support for:

- "To meet the aims and objectives of climate resilience, we feel it important all flat roofed buildings, have at the very minimum a biosolar green roof, and ultimately wherever possible a biosolar blue-green roof. We would like to see the landscaped roofs manipulated to benefit biodiversity, contributing toward net gain, and mitigating for loss of brownfield habitat on site. Where appropriate, some roofs and terraces may also be used for community food growing."

Examples of supportive responses included:

- "I really like the emphasis on planning for our future environment - both climate and biodiversity, building mini town centres and prioritising sustainable transport."

- “While aiming to be carbon neutral by 2050 might be ambitious in today’s terms, the goal should be reviewed regularly as a result of active engagement with the numerous firms in Cambridge that are leading the development of new environmental technologies. In addition to the climate gain, this will enable the North East District to showcase Cambridge Innovation for the rest of the world.”
- “Passive cooling and methods such as higher ceilings and material selection sound good. A ban on residential air-con would be good.”

Concerns and issues raised by responses included:

- The mix (for open space) allocates some space required for other uses such as green roofs v solar power
- Concrete has an enormous carbon footprint.
- Get local tech & med firms to pay for some innovative and daring projects rather than simply bolting on cheap solar panels to every 3rd house and fixing rain butts to every down pipe.
- Need to apply a BREEAM standard that achieves a minimum EPR of 0.90 to deliver net zero carbon emissions (under Ene01)
- The AAP should not be over-prescriptive e.g., by stating that all new non-residential flat roofs will have green or brown roofs for biodiversity. Instead, developers should have flexibility to meet standards.
- How do you propose to ensure that, once developers have considered the "lifecycle carbon costs for their buildings" that they are held to account for same? After all, the developer will disappear with his sack of gold as soon as possible, leaving someone else to actually count the "lifecycle carbon costs for their buildings
- However, climate change policy and good practice is changing quickly, and the Plan will need to build in suitable flexibility to accommodate these changes within the lifetime of the plan

Examples of representative comments included:

- “We need market stalls for local produce to be sold, and communal workshops, self-repair places (i.e., to fix bikes) and reuse/recycle centres were unwanted materials can be donated and picked for a circular economy.”
- “For Cambridge to effectively tackle congestion and the bigger climate crisis, it needs to support a lifestyle shift to people working locally”.
- “Will affordable homes be built to a quality and standard that means they are suitable for a sustainable, zero carbon future (insulation, no gas, sustainable materials etc? It is vital that poorer people are not discriminated against in being full participants in a sustainable future and are not left with high costs of being in less sustainable homes in a few years time.”

- “I also generally think high-density housing is the most environmentally friendly and "future-proofed" option, so I hope this is being incorporated. This would allow for more free space for public parks, sitting areas etc.”
- “Permaculture should be built into the planning stages, green roofs and farming.”
- “The whole development should support every aspect of a zero-carbon lifestyle.”
- “This development needs to be net negative for day to day carbon emissions from day 1, and to 'pay off' the carbon emissions involved in construction within 10 years of construction starting.”

How your comments have been taken into account

The majority of comments sought a strong response to climate change from the AAP. Policy 3 has been further developed to maximise the role that development at NEC has to play in responding to the climate emergency, giving consideration to both climate change mitigation and adaptation. Read alongside other related policies in the NEC AAP, the policy will help ensure that new development is net zero carbon from an operational energy perspective, reduces emissions associated with construction, is futureproofed for our changing climate, and maximises resource efficiency via the application of Circular Economy Principles. Wider policies in the AAP related to climate change and promoting sustainable lifestyles include policy 3 (energy and associated infrastructure) 4a (water efficiency), policy 4c (flood risk and sustainable drainage), policy 8 (open spaces for recreation and sport), policy 10a (North East Cambridge Centres), policy 16 (sustainable connectivity), policy 18 (cycle parking), policy 20 (last mile deliveries), policy 22 (managing motorised vehicles) and policy 30 (digital infrastructure and open innovation).

From adoption of the AAP, policy 3 will require all new buildings to be net zero carbon from an operational energy perspective. Developments will be expected to take a hierarchical approach to reducing energy demand, with specific requirements related to heating demand and energy use in buildings, with all buildings needing to be fossil fuel free. On-site renewable energy generation will be required to meet the annual energy demands of buildings, with post occupancy evaluation required to ensure that as built performance matches that predicted at the design stage. In exceptional circumstances, where a site is unable to generate sufficient renewable energy on-site, payment into a carbon offset fund will be allowed, with that money used to invest in additional renewable energy only. We have purposefully kept the policy open in terms of the technologies and approaches that can be used to meet the required levels of performance. Our net zero carbon study has assessed the approaches needed to meet these requirements across a number of building

typologies common in Greater Cambridge, to set a baseline approach and allow for viability assessment. Developers can either choose to follow this approach or bring forward alternative approaches to meet the policy requirement. This can include optimising building design to achieve the required standard.

To fully achieve zero carbon, the carbon associated with the construction stage must also be reduced. Action to reduce these emissions is an area that requires further work at a national level, with the UK Green Building Council working on this with other key industry stakeholders as part of their work to define a Net Zero Carbon Framework for the Built Environment. As an interim measure, the policy requires proposals to calculate whole life carbon emissions through a recognised Whole Life Carbon Assessment tool and demonstrate actions to reduce these emissions.

The policy does not set specific requirements related to specific construction standards such as BREEAM or Passivhaus, albeit the approach to reducing energy use and associated emissions is derived from the approach used to achieve Passivhaus. Developers may still wish to utilise such standards to meet the Post Occupancy Evaluation aspects of the policy. This approach is in part due to the policy requirements exceeding the standards currently included in methodologies such as BREEAM, and indeed the metrics used are much more straightforward to calculate than the complex approach to energy performance ratios set out in BREEAM. Wider policies in the AAP cover many of the other elements considered by construction standards such as BREEAM, such as policies related to water use and sustainable drainage, biodiversity, and transport policies.

Summary of changes to the policy

- Amendments to the policy to replace the construction standards in the draft AAP with the net zero carbon building standards identified through the Councils' Net Zero Carbon Evidence Base. As all buildings will be expected to achieve net zero carbon, the futureproofing requirement is no longer required.
- Amendments to the adaptation to climate change section, to clarify that the requirements also apply to infrastructure, and that overheating assessments should be carried out as an integral part of the building design process.
- Deletion of the carbon reduction policy section of the draft plan. New requirements added on the use of materials and undertaking Whole Life Carbon Assessments.
- Additional details added to site waste management section seeking innovative approaches to the storage and collection of waste post-construction.
- Amendments to the supporting text, in particular in response to the net zero evidence base.

Policy 3 Energy and associated infrastructure

What you told us previously at Issues and Options (2019)

- You told us that there were opportunities for the development of a site wide approach to energy. You asked us to consider the embodied impacts of buildings and infrastructure as well as opportunities for the promotion of circular economy principles, embracing and supporting innovative smart-tech and infra-tech.

How your comments were taken into account

- We have developed the energy and associated infrastructure policy to maximise the opportunities that the area presents in relation to site wide energy and aims to ensure that the infrastructure to support development and the transition to net zero carbon is identified and provided early in the development of the site.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- Disassociating the relocation of the Treatment Plant within this policy and the draft plan in general fails to provide a holistic integrated approach to the proposed development.
- Investigation of a plan wide approach to energy and associated infrastructure is welcomed but must not delay the delivery of the development and needs to be feasible and viable.
- An area wide approach is essential to meet carbon targets and responding to the climate emergency so qualifiers related to feasible and viable should be removed.
- Provision for charging of e-bikes should be included (25% of spaces)

The majority of responses to policy 3 supported the investigation of site wide approaches to energy and associated infrastructure, with a number of responses noting that this would be vital for the scheme to meet carbon reduction targets and respond to the climate emergency. Some of the responses in broad support of the policy did also caveat this with a desire to ensure that such an approach does not delay the bringing forward development. Conversely a number of responses considered that the energy masterplan and sustainable living more generally should be mandated and not be dependent on ‘where viable’. There were calls for clearer targets and binding commitments in relation to sustainable living.

Examples of supportive responses included:

- “An area-wide approach to energy will be essential for the site to meet its carbon targets.”

- Support for general approach “but thought should be given to site for CHP plant if centralised HTG/Hot water systems chosen or sub-stations; otherwise space needed in EPCH dwelling for heat pumps or combi-boilers.”

Concerns and issues raised by responses included:

- “All of this document is aspirational no guarantees or binding commitments are given on better sustainable living. Please present hard limits on dwelling kwh use, energy sources (no gas central heating), carbon emission and vehicle numbers and restrictions. Space per person (important density factor for future outbreaks).”
- “Whilst we do not oppose the approach set out in Policy 3 in principle, throughout the NEC AAP workshops, we have made it clear that they have already sourced their power and other such requirements both on and off site.”

Examples of representative responses included:

- “What is "feasible and viable"? Does that mean that anything here is binding - can the developers dismiss anything as not being "feasible" or "viable" to cut cost and time?”
- “We are in a climate emergency. Being less wasteful of resources is not a "nice to have" or "where feasible".

How your comments have been taken into account

Policy 3 has been informed by the development of an Energy Infrastructure Capacity Study and Energy Masterplan, which has been developed to ensure that there is sufficient infrastructure in place to support the development of NEC and meet targets related to net zero carbon development set out in policy 2 and the electrification of transport.

While there were call from some respondents for space for CHP plant to be allocated, a key policy aim contained within policy 2 of the NEC AAP is to drive down energy demand through setting specific requirements related to heating demands in buildings and energy use intensity figures. This approach, which is a fundamental element of achieving net zero carbon, does mean that the technical feasibility of technologies such as CHP, which requires consistent year round heat demands, is reduced. The energy masterplan study does, however, identify that there may be potential for the delivery of smaller networks where clusters of buildings are linked together as part of 5th generation heat networks, powered by heat pumps.

With regards to calls for more specific requirements related to key issues such as energy use in buildings, space requirements and electric vehicle charging, these issues are covered in other policies in the NEC AAP. Policy 2 (designing for the

climate emergency) sets specific requirements relating to heating demand, energy use intensity figures and also requires all new development to be fossil fuel free. Policy 22 (managing motorised vehicles), requires all parking spaces to include provision for charging electric vehicles. Policy 11 (housing design standards), includes requirements related to space standards.

Summary of changes to the policy

Policy has been amended to reflect the completion of the Site Wide Energy Infrastructure Capacity Study and Energy Masterplan.

This includes:

- a requirement for expansion of the Milton Primary Sub-Station,
- a requirement for energy strategies to accompany development proposals, to include a feasibility assessment of renewable energy solutions,
- optimisation of roof design to maximise solar generation, and
- requirements related to smart meters and smart energy management to reduce peak demands on the electricity grid.

Policy 4a: Water efficiency

What you told us previously at Issues and Options (2019)

Water efficiency

- You recognised that the scope to maximise the potential for water recycling, stormwater and rainwater harvesting measures as part of the design needs to be explored although acknowledging that brown water recycling should be undertaken in an effective and sustainable manner. A site wide approach to water supply should be explored early on. The highest levels of water recycling in compliance with maximum BREEAM credits for water efficiency should be sought including an understanding of maintenance and carbon efficiency.

- You raised the need for planning to take full consideration of climate change and water stress, with some respondents noting issues surrounding water abstraction and the impacts that this is having on the River Cam and other local watercourses.

- The Environment Agency supported early consideration of integrated approaches to water management that considers not just flood risk but also water resource availability.

- Cambridge Water were supportive of setting the highest possible standards for water efficiency with reference to 80 litres/person/day for residential development.

How your comments were taken into account

- In terms of water efficiency, due to the levels of water stress facing Cambridge, the policy requires the use of the national technical standard of 110 litres/person/day for all new residential development, and the specification of a set number of BREEAM credits for non-residential development (of between 3 and 5 credits under Wat 01). However, it is noted that these targets alone may not be sufficient to secure long term sustainability of water supply, and it is noted that in their response to the 2019 Issues and Options consultation, Cambridge Water reiterated their support for the setting of an 80 litre/person/day standard for all residential development at the site.

- While national planning policy currently prevents the Councils from setting more ambitious targets for water efficiency in residential development, it is considered that the area could represent an opportunity for an area-wide approach to water reuse as part of an integrated approach to water management. As such, policy in the Area Action Plan could promote this approach. We have not placed an obligation or provided a policy criterion for decentralised water supply as we do not have an evidence base to demonstrate this could work at an Area Action Plan scale. We would need assurances that the critical scale for a decentralized network to operate effectively would not undermine the strategic water supply function for the site.

- The policies reflect the concerns made in relation to demand and water stress including climate change impact within the criteria and also stipulates the integration requirements between water management and green infrastructure.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- Support for water efficiency target(s) but need for level playing field across the site and Greater Cambridge in general. Water reuse/recycling needs to be factored into masterplanning.
- Requirements that have an impact on land take and developable area must be reflected in the AAP
- Need to give more consideration to external water demands (irrigation)

- Maximum credits for water efficiency in BREEAM are not always feasible so policy requirement should be 4 out of 5
- The Cambridge water environment is under significant pressure from existing demand. Any new development will need to demonstrate as a minimum that water supply and waste water disposal can be met without further detriment to groundwater levels, river flows and water quality and as far as possible deliver improvements to these elements.
- Support for the most stringent water efficiency requirements
- Remove references to standards being reviewed if not economically viable
- A 15% reduction in water use does not go far enough giving water stress facing the area. Development must include water recycling/reuse (ref to Eddington).
- Scale of the development proposed can not be sustained by current water resources

There was broad support in the responses to policy 4a for the water efficiency requirements contained within the Area Action Plan. There was some concern expressed by some as to the technical feasibility and viability aspects of achieving the higher standards of water efficiency contained within the BREEAM standard, with a desire to see some flexibility in the application of this requirement subject to further technical feasibility work and impact on viability. However, there was also a very clear counter argument raised in response to Question 10 that the AAP does not go far enough in relation to water efficiency and that current water supplies would be unable to cope with development of the scale proposed. There was a very strong view that development must not have the ability to negotiate down on water efficiency requirements and that much stronger requirements are needed including water reuse/recycling.

Examples of supportive responses included:

- “Fully support the use of the most stringent water efficiency standards for both residential and non-residential development, considering the 80 litres/person/day standard outlined in Policy 4a as the necessary target to work towards site sustainability.”
- “We fully support the intention that residential development proposals will be expected to meet a higher standard for water efficiency rather than be limited to the existing national standard wherever possible. This is particularly important given Defra’s recent consultation on personal consumption of water which included reference to potential changes to existing building regulations on water efficiency.”
- “Broadly support these policies from a climate change resilience and in-combination climate change impacts perspective.”

Concerns and issues raised by responses included:

- “An economically viability test leaves open the opportunity for spurious challenges to achieving the BREEAM 5 credit standard. It dulls innovative thinking and shifts the burden (and cost) of the water resource challenge to users of the environment (boaters, nature lovers, wildlife, Cambridge Water). This is an unacceptable let-out. The BREEAM 5 credit standard does not preclude developments which depend on industrial levels of water use, but requires significantly lower usage levels than the baseline. In a water stressed catchment like the Cam, this is not an unreasonable ask. And if it cannot be achieved at what the developer considers to be at an economic cost, it is better for all of us if that particular type of development was sited elsewhere - where water stress is not an issue.”
- “It is agreed that a more ambitious target than the existing (SCDC) Local Plan target of 2 of the 5 should be included, but to enable balancing of different considerations, 4 out of 5 should be the minimum. Limitations in roof area available for rainwater harvesting impact on achieving the required flow rates to achieve a 55% reduction.”
- “We would recommend that the wording as proposed should be revised to ensure it is effective and sets out clearly what is the requirement for applicants for residential developments.”

Examples of representative comments included:

- “Cambridge water is at crisis point. We need to fix that before we build new developments.”

How your comments have been taken into account

North East Cambridge is located in one of the driest areas in the UK and has been identified as an area of serious water stress. The policy sets out a number of measures to ensure that high levels of water efficiency are achieved in response to this issue. The NEC AAP, underpinned by the Greater Cambridge Integrated Water Management Study (2021), recognises that there is no environmental capacity for additional development to be supplied by water by increased abstraction from the chalk aquifer.

While many of the measures needed to address long term water demand and supply fall outside of the planning system, and are being coordinated by Water Resources East, one way in which the NEC AAP can reduce the demand for water is through policies requiring high levels of water efficiency for both residential and non-residential development. The approach being taken in the AAP builds upon the preferred option in the emerging Greater Cambridge Local Plan, underpinned by the Greater Cambridge Integrated Water Management Study, which demonstrates that

achievement of 80 litres/person/day is achievable by making full use of water re-use measures on site including surface water and rainwater harvesting and grey water recycling. The cost effectiveness improves with the scale of the project, with site-wide systems being preferable to smaller installations.

Calls for flexibility and the setting of less stringent standards for water efficiency are noted, however such an approach will not secure long-term sustainable supplies of water and would lead to environmental damage to chalk streams. While it is noted that a standard of 80 l/p/d goes beyond what Local Authorities are currently able to do (as set out in the Deregulation Act 2015), the Councils consider that there is a strong case for greater water efficiency in Greater Cambridge based on the evidence provided by the Integrated Water Management Study. Increased standards of water efficiency standards for Greater Cambridge are also supported by Cambridge Water, Water Resources East, and the Environment Agency. The Shared regional principles for protecting, restoring and enhancing the environment in the Oxford-Cambridge Arc are clear that they will encourage local partners to exceed minimum standards required by building regulations on issues such as water consumption, and that they will be working with Government on this issue.

Summary of changes to the policy

Replace requirement to achieve efficiency standards of 110 litres/person/day for all new residential development with a standard of 80 litres/person/day. Requirements for non-residential development remain as per the draft plan, at maximum BREEAM Wat 01 credits.

Policy 4b: Water quality and ensuring supply

What you told us previously at Issues and Options (2019)

Water quality and demand

- You suggested that a full investigation is required to ensure any remedial work on water contamination is fully explored and considered and that this would be required as part of a planning condition.
- Further commentary was received relating to integrating water management with sustainable urban drainage systems (SuDS), water use/recycling and green infrastructure for North East Cambridge with an innovative management strategy.

How your comments were taken into account

- In terms of site water contamination remediation, the policy places clear emphasis on the contamination impact associated with the First Public Drain. The policy states that an obligation will need to be secured by the developer to carry out a water quality assessment and propose a mitigation management and maintenance plan.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- The Cambridge water environment is under significant pressure from existing demand. Any new development will need to demonstrate as a minimum that water supply and waste water disposal can be met without further detriment to groundwater levels, river flows and water quality and as far as possible deliver improvements to these elements. These complex issues and deliverable solutions will need to be addressed through the Integrated Water Management Study/Water Cycle Study for Greater Cambridge
- Aspiration should be for any development to support improvements to existing water quality where schemes allow
- Unclear whether reference to water quality assessment is intended to refer to the potential for contaminated land on all sites, what form this should take and how it relates to the requirements outlined in the second paragraph of the policy.
- Unclear whether the water supply to Cambridge is sufficient for the existing level of development so difficult to see how any level of efficiency will enable a sustainable development.
- How will the sewage works be redeveloped to cope with 8000 new homes and many offices and businesses?

Comments expressed support for:

- Broad support for these policies from a climate change resilience and in-combination climate change impacts perspective

Examples of supportive responses included:

- Support the requirement for suitable reassurance to be given prior to development granting that no resulting deterioration in water quality will occur post development, as outlined in Policy 4b. Where possible we determine the aspiration should be for any development to support improvements to existing water quality where schemes allow.

Concerns and issues raised by responses included:

- It is unclear whether the water supply to Cambridge is sufficient for the existing level of development, the source of water to this proposal is not explained. It is therefore difficult to see how any level of efficiency will enable a sustainable development.

Examples of representative comments included:

- Support for the requirement for suitable reassurances to be given prior to approval that no resulting deterioration in water quality will happen post development
- A number of respondents raised concerns as to whether there was sufficient water supply in the area to support the level of development envisaged at the site without having a detrimental impact on the water environment.
- In their response to the policy, Anglian Water considered that the policy wording could be strengthened to make it more effective, including explicit reference to ground contamination and the need to consider appropriate surface water management measures as well as reference to the potential for the enhancement of the existing foul sewage network to accommodate additional foul flows from the development.

How your comments have been taken into account

Many of the comments were seeking reassurance that new development would be served by adequate water supply and that water quality shouldn't deteriorate. The policy has been strengthened to require that planning applications will need to demonstrate that they will be served by an adequate supply of water that will not cause unacceptable environmental harm. The evidence in the Greater Cambridge Integrated Water Management Study has shown that further development cannot be supplied with water by increased abstraction from the chalk aquifer, even where licensed, as this will cause further environmental harm. A regional water management plan is being produced by Water Resources East and strategic resources such as the Fens Reservoir are being planned, although this will probably not be operational until the mid 2030s. The strengthened policy therefore gives reassurance that planning permission will not be granted unless there is evidence that a sustainable source of water is available and that a planning condition or obligation may be secured to ensure that all necessary works relating to water supply, quality and wastewater have been carried out prior to development being occupied.

The previous reference to a Water Quality Risk Assessment has been removed as this is not a term recognised by the Environment Agency. However, the policy has been strengthened to require that all development proposals include an assessment

of the measures to protect and enhance water quality in the surrounding water environment, particularly where there is known or potential land contamination or where the proposal alters ground conditions. The policy also requires this to be taken into account in the form of sustainable drainage system to be incorporated.

The policy maintains the requirement that all planning applications must demonstrate that there is sufficient sewage infrastructure and treatment capacity to ensure that there is no deterioration of water quality. There is additional clarification that if the development is being phased, this will need to be sufficient for each phase, and as referred to above this may be secured by planning condition or obligation.

Summary of changes to the policy

Clarifications regarding water supply, sewage treatment and measures that should be taken to protect water quality:

- Planning applications will be required to demonstrate that all proposed development will be served by an adequate supply of water that will not cause unacceptable environmental harm.
- Planning applications will be required to demonstrate there is appropriate sewerage infrastructure, and that there is sufficient sewage treatment capacity to ensure that there is no deterioration of water quality.
- Requirement for development to provide an assessment of the measures taken to protect and enhance water quality within the surrounding water environment, including to consider contamination issues.

Policy 4c: Flood Risk and sustainable drainage

What you told us previously at Issues and Options (2019)

Flood risk and sustainable urban drainage

- You raised concerns about the relocation of the Cambridge Wastewater Treatment Plant and its impact on flood risk, neighbouring communities, Green Belt and the environment. You also felt that the suitability of relocation options for the Wastewater Treatment Plant should be picked up in a Water Cycle Study.
- You commented that opportunities should be made for provision of on-site water management integration with SuDS, green infrastructure and water use/re-use including management innovation and to ensure that this interaction is an integral element of any initial design stage.

How your comments were taken into account

- The policy and subsequent Sustainability Appraisal and Water Cycle Study will address the impacts of the relocation of the Wastewater Treatment Plant on development at North East Cambridge. However, it is not for either the policy or accompanying Sustainability Appraisal to assess the relocation: this will be subject to its own assessment as part of the consent process for the new facility. Sustainable urban drainage systems (SuDS) will be an integral part of North East Cambridge and there are measures in the policy to ensure SuDS are multi-functional and incorporated with green infrastructure and water management.
- The policy stipulates that developers will need to put in place measures that will ensure high standards for drainage, water reuse, management and flood risk are secured and that an area-wide approach is taken, including in relation to management and maintenance.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- Reference to Strategic Flood Risk Assessment queried (should be a site-specific flood risk assessment)
- Need to consider archaeology when considering design and layout of SuDS
- Policy needs to align with Environment Agency guidance on climate change allowance
- The Cambridge water environment is under significant pressure from existing demand. Any new development will need to demonstrate as a minimum that water supply and wastewater disposal can be met without further detriment to groundwater levels, river flows and water quality and as far as possible deliver improvements to these elements.
- The overall quantum and density of development shown in the spatial framework raises the question of how the surface water demands of the AAP will be met satisfactorily when considering the preference shown by the LLFA on other sites for open surface solutions
- Consider an integrated approach to water management is vital to ensure future resource sustainability within the Cam and Ely Ouse
- Development threatens the biodiversity of the River Cam and does not recognise the harm that moving the sewage treatment works will cause.

Comments expressed support for:

- There was broad support for the policy principles

Examples of supportive responses included:

- Considering an integrated approach to water management is vital to ensuring future resource sustainability within the Cam and Ely Ouse.

Concerns and issues raised by responses included:

- Drainage should be managed in such a way that cycle and walking routes remain clear and accessible at all times of year and by all types of cycle, including in the case of a 1 in 100-year rain event.
- Reference to Strategic Flood Risk Assessment questioned – Strategic FRA very different to an FRA supporting a planning application. The Strategic FRA would be at plan level and produced on behalf of GCSPS.
- Reference should be made to the need to consider archaeology in the design and layout of sustainable drainage systems.
- Reliance on underground attenuation tanks will likely increase where densities are higher within the AAP and open space is limited. The overall quantum and density of development shown in the spatial framework raises the question of how the surface water demands of the AAP will be met satisfactorily when considering the preference shown by the LLFA on other sites for open surface solutions such as swales.
- Reference is made to brown water harvesting when referring to surface water hierarchy. It is assumed that this term is intended to refer to water recycling systems that capture and treat used water so it can be reused which can include greywater reuse. As such it doesn't relate to surface flows and reference should be made to surface water harvesting as suggested for Policy 4a of the AAP.

Examples of representative comments included:

- Broad support for inclusion of policy
- Some of the responses raised technical concerns regarding policy application with some recommending amendments to the policy wording to enhance its implementation.
- The wider environmental benefits of taking an integrated approach to water management were also recognised by some of the responses, from a water reuse perspective and a climate change resilience perspective, and it was considered that this should be given great consideration.

How your comments have been taken into account

Flood risk management and drainage is an important issue for the plan. Amendments have been made to make the policy more effective.

Several comments highlighted that the term SFRA had been used in error and the policy has been changed to say that proposals should be accompanied by a Site

Specific Flood Risk Assessment (FRA). There is Government guidance and guidance in the Cambridgeshire Flood and Water SPD on how to carry out a FRA and so it is not necessary to repeat this.

The term rainwater harvesting has been substituted for brown water harvesting.

The section on potential flood risk to the development has been simplified as the whole of the AAP area falls within Flood Zone 1, and so the parts of the policy relating to other flood zones were removed as they are unnecessary.

Archaeology is a key consideration in all SuDS design. (There are many examples of implemented SuDS schemes across Cambridge which has high archaeology potential). SuDS design would need to take account of archaeology identified and unknown archaeology.

There were concerns that due to the density of the development, underground attenuation of surface water may be necessary. The policy is clear that the preference is that surface water is managed close to its source and on the surface where reasonably practicable to do so. The Cambridge Northern Fringe East Surface water drainage space allocation for master planning (2019) states that between 10-15% of the overall development parcel should be allowed for sustainable drainage features at the masterplanning stage, although this is highly dependent on the nature of the sustainable drainage features employed and may be adjusted or not required in the detailed design. Within each development parcel within the AAP area, a broad allowance of 10-15% of the gross area has been assumed for localised SUDs systems which is consistent with the Area Flood Risk Assessment (2020).

A document has been produced setting out the Surface Water Drainage Core Principles which will provide additional information for developers on SuDS specific to the area within the AAP.

Summary of changes to the policy

Clarification and restructuring of the policy, in particular to avoid repetition of national planning policy, and classifications regarding requirements for flood risk assessments.
Clarification regarding the relationship of SuDS with open space uses.
Requirement for the design of SuDS to consider archaeology.

Policy 5: Biodiversity and net gain

What you told us previously at Issues and Options (2019)

- You told us that biodiversity and green infrastructure should be a key priority for the Area Action Plan. You commented there should be protection for the existing biodiversity assets within the site, such as the First Public Drain, mature trees and Cowley Road Hedgerow which is a City Wildlife Site. You commented that new biodiversity measures should form part of a network which connects both across the site and into the wider area, including Milton Country Park and the River Cam corridor.

- It was widely commented that biodiversity net gain should be achieved on the site, with some suggesting that the site should deliver in excess of the nationally recognised standard of 10% net gain. In terms of how this could be delivered, there were a range of views from bat and swift boxes to urban woodlands. You also told us that if biodiversity net gain could not be achieved on-site then off-site contributions should be sought in areas adjacent to North East Cambridge.

- Several comments suggested that the site should include the River Cam corridor and Chesterton Fen to support links to the river and wildlife and ecological enhancement. This included the suggestion for a Riverside Country Park.

- Broadly, there was support for a range of green spaces within the site as well as better connectivity to Milton Country Park for both biodiversity network enhancement and the well-being of people living and working in North East Cambridge.

- You also told us that more information about the types of species and habitats currently on-site is needed to have a better understanding of the existing situation and best plan for biodiversity conservation and enhancement, at both a local and strategic level.

How your comments were taken into account

- The preferred approach sets out a site-specific biodiversity mitigation hierarchy and how the site should deliver a minimum of 10% net gain in biodiversity value. Whilst there were some comments stating that the Councils' should be seeking a greater biodiversity net gain percentage, the policy has been prepared to ensure that an appropriate balance can be achieved between meeting national biodiversity requirements, working towards the Councils' commitments in tackling biodiversity and ecological

emergencies and the challenges of exceeding this within a higher density context.

- The policy sets out the biodiversity assets of the area that should be protected as part of development proposals coming forward.
- In line with comments received, the Councils are proposing a sequential approach to mitigating adverse impacts on biodiversity resources. This should be achieved on-site in the first instance and then in areas adjacent to North East Cambridge, such as Milton Country Park and Chesterton Fen, before considering wider mitigation measures across the city and further afield. This is a consistent approach with the existing local plan policy but has been prepared to reflect the specific requirements related to the Area Action Plan.
- Whilst the boundary of the Area Action Plan area has been amended to reflect some of the consultation responses on this issue, the Area Action Plan does not include the land between the railway line and the River Cam (Fen Road) or Milton Country Park. Instead the Area Action Plan seeks to improve pedestrian and cycling connectivity into this area via a new underpass to Milton Country Park and a bridge over the railway line. The new bridge into the area known as Chesterton Fen will provide off-site amenity and biodiversity improvements towards the north of Fen Road. Whilst much of the rest of the open land along Fen Road is in private ownership, the Councils would support the future use of these fields for off-site amenity and biodiversity improvements.
- In response to the comments highlighting a lack of evidence on the existing biodiversity within the Area Action Plan area, the Councils have undertaken a site wide ecology study (2020), which has informed the preparation of this policy. In addition, this policy also sets out a requirement for future development proposals to be informed by an up to date ecological assessment of individual sites. This will identify the existing biodiversity assets within a specific site and any mitigation measures which will need to be introduced both during and post construction.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- Support the principle of the policy
- Biodiversity net gain should be greater than 10%
- Can biodiversity net gain be achieved with the relocation of the Waste Water Treatment Works / The WWTW should not be relocated
- There is limited access to open space/nature in North Cambridge at present

- Adjacent open spaces, including Ditton Meadows and Milton Country Park, are already at capacity
- Specific biodiversity measures should be included within the policy – Swift boxes, green walls, wildlife corridors/areas, etc.
- Concerns about deliverability of BNG and long-term biodiversity management
- Existing on-site biodiversity will be impacted and/or will need to be protected

There were a number of comments which related to biodiversity, some of which were related to the provision of open space within the NEC area as well as the biodiversity impact of relocating the WWTW to a Green Belt site. Whilst there was broad support for a biodiversity net gain and some clear support for the policy, a number of comments were concerned that there would be a loss of biodiversity as a result of development and that a 10% net gain was not enough. There were also comments regarding the deliverability and management of biodiversity as well as a number of suggestions of how to incorporate biodiversity within urban areas. There were also comments raised about impact of NEC on surrounding areas, specifically whether additional population would have an adverse impact on biodiversity beyond the AAP area due to recreational pressures.

Comments expressed support for:

- The proposed Biodiversity Net Gain requirement and mitigation hierarchy
- The proposals to include biodiversity opportunities within urban locations such as bat boxes
- The linear park as a biodiversity corridor

Examples of supportive responses included:

- “The proposed mitigation hierarchy – on-site, then adjacent to NEC and then across the city and further afield – is also logical.”
- “We welcome the proposal to deliver a coherent and high-quality ecological network as part of the wider green infrastructure network including habitat and water quality improvements to The First Public Drain, Chesterton Fen and Milton Country Park. Our advice is that the AAP requires a more ambitious and strategic approach to biodiversity; the AAP should identify and map the existing GI / ecological network along with viable opportunity areas to create a GI / Biodiversity Expansion and Enhancement Framework Plan.”
- “I really like the emphasis on planning for our future environment - both climate and biodiversity, building mini town centres and prioritising sustainable transport.”
- “Natural England welcomes the plan Vision and objectives to ensure everyone has access to good quality public open spaces, to enhance health and wellbeing, and for improvements to access to existing green spaces such as Milton Country Park and Chesterton Fen. Requirements for development to

contribute towards climate change targets and deliver 10% biodiversity net gain are welcomed in view of Natural Cambridgeshire's 'Doubling Nature' targets and the biodiversity net gain and nature recovery ambitions of the Defra 25 Year Environment Plan."

- "I love the idea of the linear park, but I don't think this displaces the need for larger areas of open green space within the site itself - the nearby park on Green End Road is a good example of an area which includes play space, areas for football and basketball and outdoor exercise equipment along with plenty of trees and I'd like to see more spaces of this size."
- "Linear parks are good for biodiversity and should be retained in the plan."
- "The linear parts especially should be wild corridors, so wildlife and wild plants can extend their range and connect with other parts of the city. The Cambridge Canopy project, to plant 2000 trees by 2050, could be extended in ambition by ensuring substantial linear woodlands (with public walking access) in this new development, providing the wildlife access and a much richer connection to nature for people living in apartments."

Concerns and issues raised by responses included:

- That the Biodiversity Net Gain requirement should be higher than 10%
- Development at NEC would have an impact on existing biodiversity
- Whether a biodiversity net gain could be delivered by developers and how it would be managed over time
- The impact of additional people at NEC would impact biodiversity beyond the AAP area including Milton Country Park and the River Cam corridor
- The amount of development combined with the Spatial Framework and open space provision means it will be extremely challenging to deliver a net gain of 10%

Examples of representative comments included:

- "We urge that Policy 5 should include specific wording on the provision of integral swift bricks in all buildings, at a ratio of at least 1:1 per dwelling, with adjusted provision of 1 per 2 flats and other premises, at a ratio of 1 per 250m2 floor space, as part of bringing nature closer to people."
- "The potential locations for offsite provision are broadly supported but this should not preclude alternative off-site locations coming forward."
- "10% biodiversity gain in a brown filed site lacks ambition and at a time when we are recognising the ecological as well as climate emergency this is inadequate."
- "Will an Environment Impact Assessment be part of every individual Planning Application?"

- “The Policy should specifically refer to seeking to bring biodiversity into the built environment with particular regard to connecting people with the environment to improve health, wellbeing as well as foster recovery of biodiversity - the Government's 25 Year Environment Plan (2018) should provide a cornerstone for the NECAAP.”
- “The existing green spaces should be preserved into a large green area as much as possible and adapted to harmonise with surrounding wildlife (plethora of birds, hedgehogs, squirrels, foxes) rather than being fragmented and spread making it unattractive for wildlife and people alike.”
- “Applying the Urban Greening Factor (UGF) to each phase of development will measure the green infrastructure being provided and should be aiming to achieve higher proportions throughout.”
- “Whilst the policies do contain some commendable plans for habitats within the site, these are limited in scale due to the available space and we would argue that for an Action Plan of this scope and ambition, sufficient biodiversity enhancements will not be achieved through green infrastructure alone.”
- “One of the best ways of achieving this will be to create combined inclusive non-motorised routes (for all of walkers, cyclists, equestrians) along a cohesive network of corridors across and through and out of and around the area with a wonderful, good, rich mix of grassland, flowering plant, hedge and tree planting along all of these routes.”
- “This is an opportunity to reinstate the wet water meadows of Chesterton Fen to link with riverside habitats and Ditton meadows and create genuine wild space.”
- “We would like to see what proposals are intended to increase the extent of green infrastructure, by linking planned areas of green space through a vegetated road and path network which as such might include street trees and SuDS features such as rain gardens. We would also like there to be at least 30% tree cover across the site.”
- “We would like to see more greening measures incorporated to ameliorate the heat island effect and meet the otherwise shortfalls of green space provision.”
- “In addition to the green high street and play spaces, I'd also like to see a huge amount of planting wherever possible - green walls and roofs, edible bus stops, tree-lined streets. I think this will be essential to tackle and mitigate against climate change.”
- “The AAP should set out how the project/s will be delivered and managed in the long-term. Robust policy requirements should secure delivery / developer contributions towards their delivery.”
- “It will not be enough to require developers to install "biodiversity features" such as green roofs, bird and bat boxes; there must also be public information about these and other biodiversity in the area, and fostering of a sense of

shared ownership and responsibility for the biodiversity in the area, to avoid such measures becoming a box ticking exercise."

How your comments have been taken into account

Once complete North East Cambridge will be a significant development on the edge of Cambridge. It is therefore important that the AAP area maximises biodiversity net gain on-site as much as possible.

The emerging UK Environment Bill which establishes a minimum of 10% net gain.

However, reflecting the aspirations in the South Cambridgeshire District Council Doubling Nature Strategy (2021), the draft Cambridge City Council Biodiversity Strategy 2021 – 2030, and the Oxford-Cambridge Arc Environment Principles (2021) a minimum biodiversity net gain of 20% should be applied to all new development in North East Cambridge.

The North East Cambridge Ecology Study (2020) has assessed the feasibility of delivering a biodiversity net gain of 20% at North East Cambridge and has recommended that the policy seeks a minimum target of 10% on site due to the likely difficulties of achieving a higher target for all development sites across the Area Action Plan area due to the higher density nature of the proposals. However the Ecology Study does not rule out the possibility of achieving a higher on-site biodiversity net gain and it will be dependent on a range of factors including the location, nature, size and form of the development proposal, the site's existing biodiversity value as well as the amount of open space provided across the Area Action Plan area.

The updated NEC AAP Spatial Framework establishes a greater amount of open space onsite whilst retaining existing habitats and setting out a clear, site wide, green network. Through these spatial changes to the layout and provision of green space within the AAP area, net gain onsite is now more likely to be deliverable whilst the policy wording will ensure that biodiversity will be appropriately managed which will be secured through legal agreements. In exceptional and justified circumstances, development proposals that cannot achieve this requirement should seek to provide the highest proportion of net gain on-site in the first instance (at least 10%) and any residual net gain should be delivered elsewhere within the Area Action Plan area and subsequently off-site as a last resort.

Additional open space within the AAP area is also anticipated to minimise anticipated pressure on existing open spaces around North Cambridge through an increase in residents, employees and visitors to the AAP area. More specific wording has also

been set out regarding onsite provision of bird boxes based on the recommendations of the NEC Ecology Study (2020).

Summary of changes to the policy

Requirement for biodiversity net gain raised from a minimum of 10% to 20%. In exceptional and justified circumstances, development proposals that cannot achieve the full 20% biodiversity net gain requirement on-site, they should seek to provide the highest proportion of net gain on-site in the first instance (at least 10%) and any residual net gain should be delivered elsewhere within the Area Action Plan area and subsequently off-site as a last resort.

Update of biodiversity net gain metric from version 2.0 to 3.0 (or any future equivalent).

Requirement added for Preliminary Ecological Appraisal to be undertaken to inform an Ecological Impact Assessment and Biodiversity Net Gain Assessment.

Additionally, the NEC AAP Spatial Framework has also been amended to provide more on-site open space, improving the distribution of these spaces across the AAP area as well as protecting existing habitats where possible including hedgerows, tree belts and watercourses.

Table added to supporting text setting out habitat creation recommendations, and additional details from the findings of the North East Cambridge Ecology Study (2020).

Amendments made to clarify that the sequential approach (being on-site; within the wider North East Cambridge area; off-site within neighbouring environs, and then to Greater Cambridge initiatives) applies to both biodiversity net gain as well as to mitigation of ecological impacts.

Policy 6a Distinctive design for North East Cambridge

What you told us previously at Issues and Options (2019)

Distinctive design for North East Cambridge

- There was overall support for the creation of a higher density mixed use residential led development to the east side of Milton Road and the benefits of providing homes and employment near each other supported by good

sustainable transport options and well-designed streets and spaces was highlighted.

Design of mixed use buildings

- A number of respondents raised the need to ensure that the operational needs of existing businesses are well considered in planning the new district. This will be a crucial consideration and the land use planning should result in a place that limits noise in proposed and existing residential areas whilst successfully accommodating existing businesses albeit in potentially revised locations and more land efficient forms.

How your comments were taken into account

- The proposed policy establishes a clear expectation that North East Cambridge will take a placemaking approach to development that will result in a distinctive and high-quality district that feels like Cambridge and is well connected into its hinterland.
- This policy makes clear the need to avoid mixing 'bad neighbour' uses and to ensure that businesses can function effectively, and residents can live without disturbance. Such an ambition addresses concerns about impact of existing and future businesses on existing and future residents whilst understanding and safeguarding operational needs.
- The policy secures the need to think about horizontal and vertical mixed-use
- buildings to create the best use of the land available and to encourage innovation. Externalising active uses as part of this approach will help to ensure active and lively streets that link in with the requirements of Policy 7: Legible streets and spaces and Figure 19 that cover the design and location of key routes and spaces within North East Cambridge.

What you told us about the Draft NEC AAP (2020)

- Support for distinctive, high quality design and architecture (design/place led)
- Support for the design criteria identified
- Criterion E extend to include reference to local building materials and vernacular
- Require successful relocation of the Tarmac Site to achieve
- Buildings need to be considered from every aspect – uses (avoid clone town), views, creation of wind tunnel effects, perceived and actual community safety and human-scale streetscape, biodiversity, and nature conservation

- Require successful integration of cycle parking to be easy to find and not obstruct footways
- Inappropriate scale, heights and density and will detract from the beauty of Cambridge and surrounding flat fen landscape
- Development approach is a variance from the Local Plan
- How to stop developers from not opting for 13 storeys to maximise profit
- Highest buildings and densities will lead to a lack of community
- Far too little emphasis on quality of the development.
- Development needs a mix of houses and flats

Significant concerns were raised about the proposed density and scale of development at NEC which clearly relates to the proposed design quality including the impact of the denser and taller forms of development being promoted and the impact on the wide flat fen landscape. Specific reference to heritage aspects is needed within the policy.

There was support for promoting distinctive design at North East Cambridge and the importance of creating high quality architecture and design with a mixture of houses and flats. The need for a greater degree of precision was raised to ensure appropriate materials are chosen that work with the wider Cambridge character.

It was suggested that the wording of the policy needs to add 'layout, choice of materials (and their long term resilience and attractiveness), range and type of "must have" facilities together with landscaping and architecture make this a place where people are proud to live and work.'

Comments expressed support for:

- Distinctive and high-quality design and architecture
- Redevelopment of sites will help to achieve this ambition
- Support for the design criteria identified in the policy
- Buildings that are considered from every aspect – views, creation of wind tunnel effects, perceived and actual community safety and human-scale streetscape will help create an attractive place for people to walk and cycle through.

Examples of supportive responses included:

- "We welcome reference to Cambridge's heritage and townscape qualities creating it's unique character."
- "The aspiration for development at North East Cambridge to provide distinctive, high quality and contemporary design is broadly supported."
- "We support the need for high-quality design that positively contributes to Cambridge heritage."

- “We welcome the aspirations to create a real sense of place and also to firmly integrate the area within the surrounding communities.” (Q1)
- “A good idea overall - open space planning & design has developed a lot since the days of the 1960s – 80s.” (Q3)
- “You need to ask yourselves, is this going to be the coolest looking square in Cambridge, somewhere busy that will attract the best hipster coffee shop in town? If not, you haven't set the bar high enough - plans often disappoint, so you should aim high.” (Q3)
- “I really like the proposed square being a multi-functional space with stalls and place for people to spend time socialising.” (Q3)
- “The approach to building heights and density should be determined by aspects such as liveability rather than external factors which could lead to over development.” (Q6)

Concerns and issues raised by responses included:

- Need to add to Criterion ‘e’ to include reference to local building materials and vernacular
- High quality redevelopment will require the successful relocation of some existing uses
- Need to ensure cycle parking facilities are successfully integrated into the new development
- Totally inappropriate – will detract from the beauty of Cambridge and surrounding flat fenland landscape
- Development approach is a variance from the Local Plan
- Highest densities and buildings congregated at one site (Cowley Road) will lead to a lack of ‘community’

Examples of representative comments included:

- “Totally inappropriate – will detract from beauty of Cambridge and surrounding flat fenland landscape”
- “Highest density and thereby highest buildings congregated at one site (Cowley road) leading to lack of community”
- “Elaborate criterion e to include reference to local building materials and vernacular”
- “The whole design is ludicrous.” (Q1)
- “Please go back to the drawing board.” (Q1)
- “Stop trying to 'jazz up' these horrible, characterless developments.” (Q3)

- “Loss of an extensive green bridge, ideally in effect a road tunnel, means that Milton Road will remain a serious mental and physical barrier.” (Q3)
- "A lack of the linked and open, green and planted spaces which define the local Cambridge urban (and to some extent semi-rural) ‘grain’.” (Q3)
- "The entire development is grossly over-sized.” (Q3)
- “The new homes should be architecturally attractive with pitched roofs. These building proposals form the basis for a future shabby housing estate.” (Q4)
- “You have included Kings College Chapel and Ely Cathedral in your height comparison. If anything were to make me furious, this is it. How dare you even think it appropriate to include two of the greatest buildings in the whole world in your comparison.” (Q6)
- “Will not create the type of residential spaces that boost wellbeing and quality of life.” (Q7)

How your comments have been taken into account

We have reviewed the Spatial Framework and carefully reconsidered scale and massing concerns and used the NEC HIA and Townscape Strategy to test and refine the best approach for the area and to ensure that a placemaking approach underpins the design and planning of development at NEC.

Development will be of a different form to that elsewhere in the Cambridge given the important role that NEC plays in providing needed homes and workplaces in the Greater Cambridge area. However, it is crucial that it delivers high quality and well-designed buildings and spaces that continue the legacy of architectural and design innovation in the City. The review of the policy clarifies expectations regarding the delivery of distinctive design at North East Cambridge.

Amendments to the policy have removed reference to ‘contemporary design’ and emphasised the need for design and architecture to make a positive contribution to Cambridge’s heritage, townscape, and landscape qualities.

The policy now requires that applicants demonstrate that they have understood rather than have regard to the unique characteristics of Cambridge and successfully resolved the challenges of building at higher densities.

The policy wording now includes wording to include the need to ensure that the design and location of infrastructure or mitigation measures such as bridges, under passes and noise barriers are well integrated into the AAP area.

Reference is still made to the need for materials that are high quality and well detailed. Further text has been added to the supporting text to elaborate on how the councils will define high quality materials, to include their long-term their resilience and attractiveness, as well as their ease of maintenance. The particular

consideration for how taller buildings, that contribute to the skyline or local area need appropriate materials, finishes and detailing is covered under amended ‘part c’ of Policy 9: Density, heights, scale, and massing.

Criterion ‘g’ (now ‘h’) has been amended to include ‘successfully integrated ways’ in terms of functional design.

The policy wording now specifically identifies the need to adhere to the Cambridgeshire Quality Charter for Growth and for review by the Cambridgeshire Quality Panel to be added to the policy wording.

Summary of changes to the policy

Deleted reference to ‘contemporary design’ and replaced with emphasising the need for design and architecture to make a positive contribution to Cambridge’s heritage, townscape, and landscape qualities.
Amendment to require that applicants demonstrate that they have understood rather than have regard to the unique characteristics of Cambridge and successfully resolved the challenges of building at higher densities.
Additional requirement to ensure that the design and location of infrastructure or mitigation measures such as bridges, under passes and noise barriers are well integrated into the AAP area.
Amendment to Criterion ‘g’ (now ‘h’) to include ‘successfully integrated ways’ in terms of functional design.
Additional requirement to align with the principles of the Cambridgeshire Quality Charter for Growth.
Additional requirement to alignment with Fire Regulations.

Policy 6b Design of mixed-use buildings

What you told us previously at Issues and Options (2019)

Distinctive design for North East Cambridge

- There was overall support for the creation of a higher density mixed use residential led development to the east side of Milton Road and the benefits of providing homes and employment near each other supported by good sustainable transport options and well-designed streets and spaces was highlighted.

Design of mixed-use buildings

- A number of respondents raised the need to ensure that the operational needs of existing businesses are well considered in planning the new district. This will be a crucial consideration and the land use planning should result in a place that limits noise in proposed and existing residential areas whilst successfully accommodating existing businesses albeit in potentially revised locations and more land efficient forms.

How your comments were taken into account

- The proposed policy establishes a clear expectation that North East Cambridge will take a placemaking approach to development that will result in a distinctive and high-quality district that feels like Cambridge and is well connected into its hinterland.
- This policy makes clear the need to avoid mixing 'bad neighbour' uses and to ensure that businesses can function effectively, and residents can live without disturbance. Read alongside Policy 23: Comprehensive and Coordinated Development, which imposes the Agent of Change principle on the introduction of new uses to an area, the policies address the concerns about impact of existing and future businesses on existing and future residents whilst understanding and safeguarding operational needs.
- The policy secures the need to think about horizontal and vertical mixed-use buildings to create best use of the land available and to encourage innovation. Externalising active uses as part of this approach will help to ensure active and lively streets that link in with the requirements of Policy 7: Legible streets and spaces and Figure 19 that cover the design and location of key routes and spaces within North East Cambridge.

What you told us about the Draft NEC AAP (2020)

The main issues raised during the consultation on the draft plan included:

- General criteria for the design of mixed-use buildings are supported.
- Industrial uses do not mix well with residential uses.
- How will uses 'bleed' especially post Covid.
- The 'flexible forms of use' is not in line with 'clearly articulating the intended use'.
- It was understood that the design code would apply to the Core site only and be led by that team not the Council.
- Many measures set out in the AAP are more appropriate for a design code.

- Distinctive, high-quality and contemporary design and architecture that respond to and positively contribute to Cambridge's heritage and townscape qualities is endorsed.
- Cycling is an established part of Cambridge culture and creating streets which promote cycling for all will help build a community that reflects the wider city.
- Buildings need to be considered from every aspect including their impact on views, creation of wind-tunnel effects, perceived and actual community safety and human-scale streetscape.
- Scale, density and mix of houses to jobs inappropriate and will have a negative impact on the new development and wider Cambridge.
- Development approach is a variance from the Local Plan.
- How to stop developers from not opting for 13 storeys to maximise profit.
- Highest buildings and densities will lead to a lack of community.
- Broader mix of uses needed in the west part of the site.
- Mix needs to go beyond basic 'shops', arts and cultural facilities needed along with leisure facilities and proper community facilities.

The criteria for the design of a mixed-use district with mixed-use buildings was generally supported as a mechanism to help deliver distinctive, high quality and contemporary design and architecture. However, concern was raised about an apparent contradiction in the wording that 'flexible forms of use' was not in line with 'clearly articulating the intended use' and how uses will 'bleed' in a post Covid world. A number of respondents raised concern that land to the west of Milton Road needed to be mixed use too and that within the area cultural and leisure facilities were needed as well as 'basic shops'.

Furthermore, there was concern that elements identified in the Policy are more appropriate for a Design Code. Related to this was who has responsibility for producing the design Code for the NEC area and which parts it should apply to.

As with Policy 6a, there was concern raised about the impact of the denser and taller forms of development being promoted and the impact on the wide flat fen landscape and lead to a lack of community. Further concerns were raised about how uses could be mixed successfully, particularly with residential and industrial uses in close proximity.

Comments expressed support for:

- Creating active ground floor uses.
- Development at NEC providing distinctive, high-quality, and contemporary design and architecture that responds to and positively contributes to Cambridge's heritage and townscape qualities.
- The criteria requiring the design and construction of buildings to be adaptable and flexible.

- Mixed-use buildings that will help to ensure it is a place where most destinations are within a 15-minute walk or cycle ride.

Examples of supportive responses included:

- “We support a policy of mixed-use buildings as this will help achieve the objective of a place where the majority of destinations are within a 15-minute cycle ride.”
- “The criteria requiring the design and construction of buildings to be adaptable and flexible is particularly supported.”
- “Distinctive, high-quality and contemporary design and architecture that respond to and positively contribute to Cambridge’s heritage and townscape qualities is endorsed.”
- “If done correctly could be a good example of how things should be done in the future.” (Q1)
- “Integrating residential, commercial and retail on the same site with a sense of place built in from the outset represents a creative and much-needed departure from the piecemeal approach more common in recent years.” (Q1)
- “I think that creating mixed developments within the Science Park is an excellent Idea.” (Q3)
- “There should also be more sports and leisure facilities within the area and a broader mix of land-use within the west of the site.” (Q3)
- “I welcome the diverse range of jobs on the site and the mixed-use spaces: this means that more people will be able to access nearby employment on foot or by cycle and be able to use cycles to support their business.” (Q4)
- “Allow mixed use schools/libraries with residential. Europe and London have good precedents.” (Q5)

Concerns and issues raised by responses included:

- The cap on non-residential use on the Core site is at odds with creating active ground floor uses.
- Design Code should apply to the Core Site and be led by the landowners and not The Council.
- Totally inappropriate – will detract from the beauty of Cambridge and surrounding flat fenland landscape
- Development approach is a variance from the Local Plan

- Highest densities and buildings congregated at one site (Cowley road) will lead to a lack of ‘community’

Examples of representative comments included:

- “Why are we throwing away the chance to make Cambridge an architectural masterpiece and instead making it look like Donald Trumps excrement?”
- “Totally inappropriate – will detract from beauty of Cambridge and surrounding flat fenland landscape”
- “Highest density and thereby highest buildings congregated at one site (Cowley road) leading to lack of community”
- “Mixed development is excellent, if it can be made to work. It’s not just a matter of balance but scale too. The number of dwellings proposed simply sounds like the factory farming of humanity. It is a proposal to satisfy bureaucratic quotas at the expense of any quality of life.” (Q4)
- “People do not want to live right next door to industrial areas. They do not even want to live next door to office blocks.” (Q4)
- “The plan to move car parking away from dwellings and into "car barns" makes car parking space unsuitable for future repurposing or adaptation.” (Q11)

How your comments have been taken into account

The mix and range of uses at NEC has been informed by our evidence base and availability of facilities within the wider area. Policy 6b does not identify or fix uses but has the purpose of controlling how mixed-use buildings are designed and relate to the other buildings and spaces around them.

The amounts of floorspace for residential and non-residential uses have been revisited as part of the review of the Spatial Framework and review of Policies 12a: Business, 12b: Industry and Policy 13a: Housing.

Whilst the Science Park, who control most of the land to the west of Milton Road, have no current desire to create residential mixed-use forms of development, the Townscape Strategy and a number of representations have identified the benefit of such an approach. With that in mind, Policy 10C: Science Park Local Centre has been amended to allow business lead mixed use development to come forward should circumstances allow during the plan period.

The policy wording has been amended include wording about encouraging the reuse and conversion of building space over time.

The importance of ensuring the businesses can function effectively and that residents can live without disturbance has been strengthened through the inclusion

of additional wording to require layout, access, servicing, and delivery arrangements to be ‘well-resolved’.

Summary of changes to the policy

Amendments to include wording about encouraging the reuse and conversion of building space over time.

Reference to ‘businesses’ in part d has been changed to ‘uses’ to reflect that the mix of uses may extend beyond businesses to include cultural, leisure or community facilities.

Additional wording to require layout, access, servicing, and delivery arrangements to be ‘well-resolved’.

Policy 7: Legible streets and spaces

What you told us previously at Issues and Options (2019)

Well designed, connected places

- There was overwhelming support for the creation of a well-designed place that promotes healthy and active lifestyles. A number of respondents raised the need to undertake a Health Impact and Needs Assessment to inform future provision in the district. The Health, Community & Wellbeing Topic Paper evidences how such concerns have been taken into account in plan making for North East Cambridge. Whilst this aspect is important, the question was more aimed at the Healthy Town design principles which advocate the creation of compact, walkable places that are inclusive and promote healthy active lifestyles. Whilst most respondents were not supportive of the healthy town principles, further review of the comments reveals there to be support for the approach that they advocate.
- There was overwhelming support for the connectivity options identified in the Issues and Options 2019 document, with options to make the area more permeable to pedestrians, cycles and public transport welcomed. Multiuser accessible routes were highlighted as important for equestrian users. Caution was raised about needing to provide adequate infrastructure to support intended users and functions both in and around the North East Cambridge area as well as connections beyond. In the case of cycle routes, these need to be of a scale to accommodate the likely flows. HGV movements need to be taken away from schools.
- Reducing the dominance of roads to encourage walking and cycling was welcomed as part of a comprehensive approach to re-planning and reallocating road space. Lessons from the past need to be learned and

tunnels, subways etc. have the potential to be dark and dangerous places if poorly designed.

How your comments were taken into account

- Following the comments from the Issues and Options 2019 consultation, the proposed policy identifies the key attributes that the new streets and spaces that form part of North East Cambridge will be expected to deliver. The radically different approach to managing motor vehicles is recognised in the proposed movement grid to serve development with pedestrian and cycle priority provided through a low speed street network as well as through dedicated routes that connect into other strategic pedestrian, cycle and public transport projects including a pedestrian/cycle link across to the River Cam to the east of the development area.

Trees

- You told us to highlight the importance of trees/woodlands and their multi-functional role for local communities such as providing and expanding tree canopy cover and mitigation of heat islands as well as providing habitat and biodiversity benefits.
- Comments noted the lower cost implications of managing trees over other forms of urban green space. It was highlighted that there is the need for extensive tree planting at North East Cambridge and a possibility of introducing a native community tree nursery on-site as well as ensuring important and well used corridors such as Milton Road is sufficiently lined with trees.
- There were comments on the role trees play in forming and enhancing the existing edges of the site and the role they play in providing that new landscape features both within and on the edges of the site.
- Great importance was placed on the protection and retention of existing mature and semi mature trees with specific reference to the Silver Birch woodland adjacent to the First Public Drain and Chesterton Sidings but also included other deciduous trees/scrubs within the area.

How your comments were taken into account

- The policy emphases the role of trees and seeks to protect trees of value as well as enhance tree canopy cover across the Area Action Plan area. The policy stipulates that tree protection and planting will be managed across the site and references the existing Tree Strategy produced by Cambridge Council covering the period 2016-2026.

What you told us about the Draft NEC AAP (2020)

- Support for the proposed approach.
- The diagrams are considered to be overly prescriptive and more akin to a Design Code than an AAP.
- Will make all streets feel the same and not respond to the scale and massing. Better planned streetscape is needed.
- Criterion should be added to specifically highlight the opportunities for key views to landmarks that may be seen from within the site.
- Reference needed in the policy to the role of trees and landscape helping to protect and enhance the setting of the City. This includes planting along the site edges.
- Add criterion to protect key views of landmark buildings to increase legibility.
- Requirement for all development proposals to contribute towards the creation of a well-designed place is supported.
- Multifunctional green spaces that integrate SuDS is supported.
- Liveability is the starting point - more greenspace is needed – a decent sized park with lots of trees.
- Question the relevance of Policy 7 to the Cambridge Science Park and is more applicable to the AW/Cambridge City council/Chesterton Sidings sites east of Milton Road.
- Generous widths needed with clear kerb-separation between the carriageway, cycleway and footway will prevent conflict between road users and a consistent design across street types will help wayfinding along with provision of street trees.
- Disabled access is really important and needs to be fully integrated.
- Not enough detail on how Milton Park access and capacity will be increased and same applies to Chesterton Fen.
- Policy should set target for maximum frontage lengths in each of the four centres where only the minimum 2m additional space is provided.
- Skateboarding facilities need to be built into street and space design and not hidden away.

Overall, there was strong support for the creation of a legible street and open space network. The clear link between the types of streets being proposed and ensuring high quality and appropriate provision of space was raised by many respondents. There was a strong feeling that the green spaces should come first and be significantly increased in size to ensure that NEC embeds ‘liveability’ and use this to structure the new district. The linear green strips along streets should not be included in overall open space calculations.

There was concern raised that the Policy and supporting diagrams were overly prescriptive and would result in all streets taking on a very similar character that was not responsive to the scale and massing of buildings fronting on to them. However, comments also revealed a need to ensure clear separation of the carriageway from cycleways and footways and consistency of approach to help wayfinding. Generous widths for integrating SuDS and street trees were also highlighted in the responses received.

Further concerns questioned the relevance of the policy to the Science Park and St. John's Innovation Park which have established street structures.

Concern was raised about how capacity and access to key green spaces (Milton Country Park and Chesterton Fen) could be increased to cope with development at NEC.

Expanding and clarifying the role of the policy to highlight the importance of landmarks beyond the site as important to wayfinding and legibility was highlighted along with ensuring development at NEC safeguards the setting of the City. Linked into this is the importance of trees and landscape including along the site edges as a way of safeguarding setting and views.

Comments expressed support for:

- The creation of a legible street and open space network.
- Prioritising pedestrian and cycle movements over cars.
- Requiring all development proposals to contribute towards the creation of a well-designed place.

Examples of supportive responses included:

- "It looks like a beautiful and functional design, aimed at pedestrians and cyclists over cars."
- "The aspiration to create high quality, inclusive and attractive streets and spaces within North East Cambridge is broadly supported."
- "Streets that prioritise pedestrian and cycle movements will help create strong, healthy and social communities."
- "Great approach, density first, cyclable and walkable streets are key." (Q1)
- "Better cycling and walking links to existing green spaces will help residents of all ages and abilities connect with the natural world and boost their wellbeing; however spaces in this area of the city, such as Milton Country Park, are already overstretched." (Q7)

Concerns and issues raised by responses included:

- That green space should be considered first in the structural planning of the new district.
- The policy was overly prescriptive and more relevant to a design code.
- The policy was not relevant to the Cambridge Science Park and St John's Innovation Park.
- How existing and proposed green spaces outside the AAP boundary would be able to cope with additional pressure being placed on them because of the NEC development.

Examples of representative comments included:

- "We would question the relevance of this policy to Cambridge Science Park."
- "We would question the relevance of this policy to St. John's Innovation Park."
- "The level of detail and prescription on street design and dimensions are yet again very prescriptive and appear very fixed."
- "Not enough detail on how Milton Country Park access and capacity can be increased. Size is finite and insufficient for this increased number of residents."
- "There should be a greater sense of a planned street-scape and open and integrated community." (Q3)
- "I'd also like to see better access for all to the green spaces within the Science Park and a green bridge across Milton Road - I think this whole area needs to be transformed so that it no longer feels like a concreate [sic] barrier of motor traffic." (Q7)
- "Narrow strips of space along roads should not be included in the calculation of open space as they are not safe or healthy places for children to play or the elderly to sit." (Q7)

How your comments have been taken into account

Policy 7 provides a comprehensive policy to guide the design of streets and spaces in the NEC area and there was overall support for the approach being identified. The policy complements the Spatial Framework which has been revised to increase the amount of informal open space available within the eastern part of the AAP area. The accessibility of the greenspace has been improved too with the network of green streets extended. The overall approach of creating a well-connected and clear network of streets and spaces has been maintained.

The policy title has been amended to better clarify the expectations around creating high quality streets, spaces and landscape as part of development at North East Cambridge.

The wording of the policy has been restructured and made more focussed to create a clear series of policy expectations to deliver the expected quality of streets, spaces and landscape and to embed more clearly the need to create inclusive pedestrian environments.

Part b of the policy now includes reference to meeting the needs of disabled people as part of street and other movement routes design.

Part c now includes wording to clarify that NEC should link seamlessly with 'its surroundings'.

Part d now requires shading of active travel routes by trees and vegetation and the need for 'low ambient noise levels' for public and private spaces are achieved.

An important change to part f, identities the need to be able to 'accommodate' rather than 'incorporate' trees and other planting of appropriate scale to adjacent buildings and public realm. This is important because understanding the root zones and canopy space and other planting conditions is crucial to the long-term success of trees in the urban environment and links to new wording in part g of the policy.

Reference to the 'Cambridge City Council Disability Panel' within 'part h' of the policy has been deleted. The NEC AAP area extends across City and SCDC LPA boundaries and the Cambridge City Council Disability Panel only reviews schemes within the City Council boundary. National policy and best practice promote inclusive design and The Disability Panel can help to advise on such matters along with other technical experts within the Greater Cambridge Shared Planning service and external review panels such as the Cambridgeshire Quality Panel.

Summary of changes to the policy

The policy title amended to Creating high quality streets, and spaces and landscape.

Restructuring to make the policy more effective, and amendments including:

- Reference added to part b to meeting the needs of disabled people as part of street and other movement routes design.
- Amendments to part c to clarify that NEC should link seamlessly with 'its surroundings'.
- Part d amended to require shading of active travel routes by trees and vegetation and the need for 'low ambient noise levels' for public and private spaces.
- Part f amended to 'accommodate' rather than 'incorporate' trees and other planting of appropriate scale to adjacent buildings and public realm.

- New part g to ensure that trees and other planting are considered as an integral part of development proposals and take account of the Cambridge Tree Strategy.
- Part h (now i) amended to reference accessibility, and remove reference to the Cambridge City Council Disability Panel.

Policy 8: Open spaces for recreation and sport

What you told us previously at Issues and Options (2019)

- Previously you referred to the type of green space that should be provided within North East Cambridge. You stated that provision should be made for green spaces at a district scale including a number of walkable and cyclable neighbourhood level parks, which could be delivered early in the development. It was highlighted that this could include large green corridors and commons which would both offer recreational and mental health benefits to the residents and users. You also mentioned that smaller parks are easier to phase and deliver through the lifespan of a development.
- You stated that the area of land between the railway line and River Cam, commonly known as Chesterton Fen could be made into a Riverside Country Park and that this could act as a strategic facility.
- Connectivity was specifically raised with the need to have interconnected green spaces forming an area-wide broad network which is accessible to all residents and workers within the area and wider community.
- You also placed great importance on the creation of a landscape barrier to screen the A14. The importance of landscaping was also raised in relation to Milton Road and the Cambridgeshire Guided Busway.
- Connection between both sides of Milton Road via green bridges for pedestrian and cyclists to use was also raised, and that Cowley Road could be opened to provide more green space and leisure facilities. You also felt that more use should be made of the Jane Coston Bridge and the connections to the wider area, including pedestrian and green infrastructure/habitat links to Milton Country Park.
- Some of you also raised the fact that Milton Country Park is at capacity, but future expansion plans would improve capacity of the country park.
- You also suggested that the Bramblefields nature reserve should be connected to the Guided Busway via the cycle path and that any connections to Milton Country Park or peripheral green routes around the Area Action Plan need to be equestrian friendly.
- You placed great emphasis on the need for green and open spaces to be truly multi-functional, supporting a range of functions including landscaping, drainage

and flood management, leisure and cultural provision. You stated that they should be available all year round and throughout the day.

- The actual quantity of open space was mentioned as an important area to address although less commentary was received on this than the quality and multi functionality of open spaces. It was also recognised that some of the open space provision will need to be met off-site and suggestions that the river corridor would be a suitable location for this.
- Lastly, there was commentary around the requirement to have a maintenance and management plan in place for open and green spaces. As well as this natural surveillance and replacement/refurbishment of existing local playgrounds/open spaces outside of the Area Action Plan boundary were seen as important considerations.

How your comments were taken into account

- The policy states the adopted standards that should be applied to open space provision. However, the Area Action Plan prioritises multifunctional and all seasonal publicly accessible open spaces over quantum.
- The policy specifically does not refer to the use of Chesterton Fen as a riverside country park as this area falls within a functional flood plain and is also a sensitive for biological reasons. Nevertheless, this area has the potential to be used for informal open space.
- Although multi functional open spaces are supported in the policy, functional SuDS cannot be considered fully accessible to formal or informal open space. However, they will form a wider green infrastructure network, and will perform a biological function and provide habitat creation, so will be multi-functional from that perspective.
- The comments around connectivity have been taken into account and the policy requires existing and new open spaces to connect and form a network with the wider area beyond North East Cambridge through the provision of green corridors, as shown on the Spatial Framework.
- The policy also places an emphasis on securing contributions from developers for the future management and maintenance of open space provision as part of any planning application. The policy also safeguards existing facilities within North East Cambridge to ensure they are not undermined by new development and to support proposals that make them publicly available.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- Unsustainable provision of less than 10% open space* (impact on natural resources and existing surrounding infrastructure e.g.,

congestion/accessibility and pressures on Milton Country Park that is already at capacity*, similarly with Chesterton Fen, removal of existing green space e.g., Science Park).
- Does not meet the Cambridge Local Plan requirements
- Nearby open spaces will not accommodate the influx and use by 18,000 more people without improvements
- Too few quality recreational green spaces (including informal and formal recreation space (LAP, LEAP and NEAP), playing fields and sports pitches, tennis courts, basketball courts, equestrian access, swimming pool, young people's space e.g., well-lit skate provision, benches, outdoor gym & play areas, parks for people to use to benefit health and wellbeing and minimise travel to recreational spaces).
- Too little land provided or preserved for nature reserves and biodiversity / concerns for loss of existing habitats (including bird boxes, bird feeders, insect houses, provision for wild animals, flower meadows).
- Support to ensure efforts are made to provide well-designed and varied planting, verges, hedgerows and effective green corridors/links not just concrete plazas, 'pocket parks' and linear spaces (reduce heat island effect).
- Limited access to private green and outdoor space / gardens for residents (especially as a result of Working from Home / Covid-19).
- Support for vision and principles focused on places for everyone including walkable/cyclable access to green space both on site and in surrounding area (but needs greater emphasis).
- Too little land provided for community gardens, orchards, herb gardens and allotments for food growing, communal planting and education.
- Access to new and existing high-quality green space should be provided.
- Open spaces allowing for a range of uses e.g., sports, recreation, playgrounds that will support community activities for a range of groups, ages, and abilities.
- Ensuring there are well-designed green verges and a planting along roads and pavements to find a balance between green spaces and the built environment.

Direct responses to Policy 8 supported the need to provide access to new and existing high-quality green space which is both functional and varied and allows for a range of recreational opportunities e.g., sports, recreation, playgrounds that will support community activities for a range of groups, ages, and abilities.

A number of comments and objections highlighted further concerns for provision on-site. Of the 14 responses received, the majority were comments raising concerns but also recognising the benefits of providing green space. There were 5 direct objections and one response supporting Policy 8.

Comments expressed support for:

- The provision of green spaces that support health and well-being and which link into the surrounding area including Chesterton Fen.
- The provision of a range of greenspaces to include small neighbourhood greens.

Examples of supportive responses included:

- “I particularly like the focus on green spaces, pedestrians and cyclists.”
- “It sounds excellent, especially the focus on promoting health, encouraging walking and cycling, encouraging use of outdoor spaces, and community.”
- “Without doubt, the summary of the vision for North East Cambridge sounds wonderful. That is the easy bit, but definitely something to aim for”.
- “I like the idea of green links to existing green spaces. I think opening up the Chesterton Fen area would be a great achievement”.
- “We welcome proposed new links, bridges and underpasses presented in Figure 1.2 to improve access to existing green spaces”.
- “We support small neighbourhood greens and play spaces throughout the development so that every resident is able to access a green space area”.
- “Green infrastructure should be a key element of the design of the area”.
- “The delivery of open space and recreation facilities in North East Cambridge is broadly supported because it contributes towards high quality spaces and meets health and wellbeing needs”.
- “The policy requires all open spaces to be publicly accessible, but it needs to be recognised that open spaces within commercial developments may not be overtly public”.

Concerns and issues raised by responses included:

- Insufficient provision of green spaces that don’t meet the Local Plan requirements and depend too heavily on surrounding green infrastructure including Milton Country Park and Chesterton Fen
- Homes should have access to much more outdoor space not just linear parks/corridors – the AAP doesn’t reflect needs highlighted by increased working from home and Covid-19
- Too few informal and formal recreation spaces e.g. skate provision, play areas, playing fields, sports facilities to benefit health and wellbeing on site
- Concern for loss of existing wildlife if land is removed and not re-provided as nature and wild spaces on site
- Need for greater community garden/allotment provision to allow for sustainable food growth

- The green space provided should be done so in more appropriate ways e.g., not like the ‘Cowley Triangle’ or linear strips.
- Concern that off-site provision will have negative impacts upon Milton Country Park, Bramblefields Local Nature Reserve, Chesterton Fen, and access routes to River Cam.

Examples of representative comments included:

- “Whilst the AAP commits to improving access to nearby green spaces such as Milton Country Park and Chesterton Fen, Natural England believes that provision of 10ha of public parks and squares is wholly inadequate for a development this scale and density”.
- “There should be more provision for outdoor wide space, not just as corridors between places. Reliance on existing wilder areas should not be included. e.g., Milton Country park is already a busy and well used space.”
- “Access to Milton Country park should not be a substitute for green space within the development area”.
- “There needs to be a large, exciting playground for older children not just small playgrounds. There is not enough provision for teenagers and young people”.
- “There are a lot of allotments in North Cambridge and long waiting lists for plots to grow fruit and vegetables. Allotments would be a great asset to the area which has very little green space and no gardens…it has been proved that it helps mental health”.
- “It appears to be largely undecided how the open space requirements will be satisfied. The AAP proposes just 9.6 hectares as a linear and triangular park (see Figure 6), which will provide less amenity, e.g., to play informal sports, than recreation grounds elsewhere in Cambridge”.
- “We are concerned that the scale of development proposed within the NEC Action Area necessitates the provision of significantly more open space than can possibly be accommodated on-site".
- “The provision of open space is low for the planned number of residents and surrounding spaces such as the river path and Milton Country Park are already overstretched”.
- “North east Cambridge is seriously under provided with open space. The proposed development exacerbates this situation”.

How your comments have been taken into account

We have completed a detailed analysis of how open spaces can be properly provided using a variety of approaches at NEC. This analysis responds to the concerns raised about the ability for NEC to deliver adequate open spaces. As such, the Open Space & Recreation Topic Paper elaborates in much greater detail about

these different innovative forms and spaces. It also explains how these spaces need to respond to the need for people, of all ages to be able to lead healthy and active lifestyles throughout the year, not just in fair weather. These spaces can also potentially support a multi-functional role which can support community activities to support community well-being and social cohesion. By setting these requirements, the AAP identifies that open space provision should be more than just a numerical requirement, but one also based on quality, accessibility and functionally. The responses made have also been used to inform a review of the overall Spatial Framework with further consideration made about the amount of informal open space being provided and accessibility to it.

In terms of the amount of open space being provided onsite, the policy wording has been changed to make it clear that all informal open space and children's play space requirements will be met within the AAP boundary. The minimum amount of open space (in hectares) for each of the development areas will also be identified in the policy and accompanying figure.

Additional wording makes it clear that there is an expectation that opportunities for food growing spaces will also be provided.

The quality of open space wording has also been clarified to include the word 'usable' to ensure that open spaces have unrestricted access for new and existing residents and visitors to the area.

The policy places greater emphasis on the need for high quality, low maintenance, water efficient spaces which respond to mitigating climate change. Open spaces need to be multi-use functional, accessible, and usable throughout the year to ensure unrestricted access for new and existing residents and visitors to the area.

Summary of changes to the policy

Amendments to make the policy more effective, and to clarify open space requirements, including:

- Increased open space areas on site reflecting changes to the spatial framework;
- Require that informal open space and children's open space be met on site in full;
- Formal Sport facilities to be met through a combination of on-site provision and contributions to off-site facilities.
- Opportunities to provide food growing spaces for residents on-site are also expected as part of the design of both buildings and their surrounding public realm and open spaces.

Policy 9: Density, heights, scale and massing

What you told us previously at Issues and Options (2019)

- There were a mix of views provided regarding scale and massing at North East Cambridge. There was support for using higher densities where there is good accessibility around the transport hubs including Cambridge North Station and around key amenity spaces. Eddington at North West Cambridge was cited as an example of a good medium height and varied density development and accordingly high-quality design was considered key to ensuring the area could manage higher densities appropriately.
- Concern was expressed that taller buildings would have a negative impact on the rural settings of The River Cam, Fen Ditton and wider Cambridge Green Belt which are near the North East Cambridge area. Further concerns were expressed that taller buildings may impact on the historic core of Cambridge. A suggested 'cap' of 6-8 floors was suggested by some with a lower maximum of 2-4 storeys suggested by others.
- However, there were concerns raised about very high-density development, with a feeling that it should be low density with 'ample green space' provided. The impact of taller buildings often associated with higher density development and the importance of assessing visual harm was highlighted.
- Concern was raised about microclimatic issues created by tall buildings.
- The need to properly assess building heights and densities within development proposals was highlighted by several respondents. The use of Visual Impact Assessment methodologies to assess whether tall buildings will be harmful on the setting of Cambridge was highlighted. It was noted that a sound evidence base and understanding of what a higher density development at North East Cambridge will do in terms of impact were highlighted as important for informing the preferred policy approach. The need to consider aspects such as the airport safety zone were raised too.
- There was support for the idea of making development within North East Cambridge more visible from Milton Road. There was concern raised about the area feeling too urban and visually cluttered and that a rural character should be 'maintained' with the idea of adding commercial frontages onto a five-line highway considered 'appalling'. It was also raised that it would be important to consider the relationship between new development and Milton Road and how this could inform enhanced walking and cycling provision.

How your comments were taken into account

- The proposed policy considers the importance of both density and good design together to ensure the delivery of a well-designed higher density new city district. The density of development is informed by its accessibility to sustainable transport modes such as key pedestrian and cycle links, the Cambridgeshire Guided Busway and the transport interchange associated with Cambridge North Station.
- To understand the potential impact of development, the Councils have undertaken a Landscape Character and Visual Impact Appraisal to inform the preferred policy but are also commissioning a Heritage Impact and Townscape Assessment to inform a wider Townscape Strategy for North East Cambridge. This will ensure that taller buildings as part of development at North East Cambridge will not impact on the Historic Core of Cambridge, the setting of the City and surrounding heritage assets, as well as nearby established residential neighbourhoods.
- With respect to the landscape assessment the potential impact of taller buildings has been considered and locations have been identified where taller buildings can be located to minimise harm on the wider Fen landscape. These locations have then informed the positioning of the district and local centres and the subsequent proximity to sustainable transport connections. Building heights can also help with wayfinding and district identity and so localised increases in height are being considered to promote this. Whilst overall heights are taller than the heights of 2-6 storeys suggested in comments, the strategy is to bring forward a range of building heights to create a varied and well-articulated skyline, the ambition of which is reflected in the policy.
- In response to concerns that the new District could be a windy and heavily shaded place, it is important that when planning for tall buildings a high-quality street level environment is created. It must be human in scale and resolve microclimatic issues to produce well designed, attractive and comfortable streets and spaces throughout the year. Cross-sections have been devised to show the scale of the street width to building heights as part of each of the centres throughout the North East Cambridge area. These demonstrate how large-scale trees, footways and other open spaces can be easily accommodated whilst delivering the scale of development required to make development at North East Cambridge viable and acceptable.

What you told us about the Draft NEC AAP (2020)

- Support the overall vision and approach
- Heights shown are overly cautious and below the LCVIA (January 2020)
- Approach not supported - overdevelopment of the site - building heights, densities and quantums remain too great when considering the location of the NEC within historic Cambridge, the existing site constraints and the proposed mix of uses. Liveability needs to be factored in and inform density proposals.
- Heights proposed inappropriate, impact on the beauty and character of Cambridge and conflict with the notion that City should become taller and denser towards their centre
- Heights do not reflect current Cambridge buildings and need to be more graduated shapes (think Hammarby Sjöstad). Houses and flats needed.
- Proper assessment of tall buildings will be needed and they will need to be designed with great care.
- Proposed density, heights, scale and massing will not deliver the intended 'Vision'.
- Phasing of development will be important to ensure that tall buildings are compatible with existing uses
- Concerns that diagrams relating to density, heights, scale and massing are overly prescriptive and not allow sufficient flexibility for the planning application process
- There may be special circumstances to support a taller building beyond the heights specified.
- High densities on the eastern part of the site appear to have been made necessary by the land use restrictions on the western part of the site
- Deep foundations required for the tall building must not harm AW retained or new infrastructure assets
- Open space amount is inadequate for the density of development
- Need to rethink to reflect changes to work, home brought about by COVID19 and particularly employment space and personal living space and outdoor space

Whilst there was some support for the vision and approach, the overwhelming majority of respondents did not support it. There were significant number of concerns raised about the proposed scale and massing of development at NEC with the majority of responses not supporting the proposed approach to building heights and densities. The lack of support centres around three key areas; first is the impact that the density and scale will have on the quality of the place being created at NEC; second is the impact on the character and setting of Cambridge and the key views in from nearby existing communities; and third was the inadequacy of open space provision on the site, in part created by the proposed density of development. The Covid pandemic also figured in many of the responses received with the need for access to garden space, public open space and home working space within

dwellings all highlighted. At a more technical level, concerns were also raised that the policy and supporting diagrams in are too prescriptive and fail to make best use of the land available.

Comments expressed support for:

- Identification of heights that correlated with emerging schemes on some of the land ownership parcels in the NEC area.
- The need for further landscape and visual assessments along with heritage impact assessment.

Examples of supportive responses included:

- “We welcome the requirement in the policy for proposals to include appropriate landscape and visual assessment as well as heritage impact assessment and massing studies, together with the wider skyline and heritage assets.”
- “It is refreshing to see Cambridge building up rather than out.” (Q6)

Concerns and issues raised by responses included:

- Inappropriate scale and massing and overall quantum of development
- Impact on the historic character of Cambridge
- Inadequate Open space for the density of development being proposed.
- Policy and supporting diagrams being overly prescriptive in terms of heights

Examples of representative comments included:

- “Where is the individuality and flair that you often see in new urban building in other countries? There is a wonderful opportunity that seems to be being squandered here.”
- “The open space is laughable for this density of development. Go back to the drawing board and start again.”
- “The density can be provided in other ways and should be re-thought.”
- “Given the aspiration for high-density living, it makes little sense to exclude housing from the relatively low-density Science Park. Without housing, the open space in the Science Park will continue to be underused and open spaces to the east of Milton Rd overused.”
- “The number of dwellings on NECAAP needs to drastically come down to support a community that needs parks, open green spaces, road infrastructure, schools, shops and dwellings that will support a post-COVID way of life.” (Q1)
- “Pathetic! You are creating future slums.” (Q1)

- “Comparing a 13 storey ugly block of flats to King's College Chapel is a joke!” (Q1)
- “The vision is great, but your plans won't achieve it. Too many high density high rise flats. These aren't homes and won't build communities.” (Q1)
- “Try not to pack people like fish in a tin.” (Q6)
- “Density must be limited to 80 dwellings per hectare, rather than the 330 to 385 proposed at present, which is outrageously high and will blight the lives of the people forced to live there.” (Q6)
- “It's good to have a mix of building heights, but a range of 6 to 13 storeys for the residential areas is far too high for this city and for this location.” (Q6)
- “This will create a dense, urban hell totally unbecoming of our beautiful city.” (Q6)
- “It would be helpful to have examples in Cambridge of where those kinds of heights and densities exist.” (Q6)

How your comments have been taken into account

A significant number of representations made raising concern about the amount of development proposed, building heights and related scale and massing, along with the general concern about the quality of what could be built. We have undertaken a through reassessment of the site capacity, distribution and amount of public open space and used the Heritage Impact Assessment, Townscape Assessment and Townscape Strategy to inform a series of changes to the proposed Spatial Framework and related Figure 19: Open space network to be created by the Area Action Plan, Figure 21: Building heights considered suitable at North East Cambridge and Figure 23: Residential densities considered acceptable at North East Cambridge. The change to the amount of employment space and a revised understanding of the mixed-use components of the new district and what is included in the net residential area calculations, have allowed us to maintain the overall housing numbers but with a lower overall density and increased open space.

The advice from the HIA allows us to proceed with confidence that the overall heights on the amended Figure 21 will not result in harm to the historic environment including key approaches and from near and more distant heritage assets.

The policy wording has been comprehensively revised to provide a clearer understanding of our expectations about the approach expected to density, heights, scale and massing at NEC and highlights the need to ensure that appropriate assessment of proposals is carried out to understand, and therefore help mitigate, impacts on Cambridge including the Historic core, heritage assets, key approaches and key characteristics. These are identified as key criteria covering key themes related to heights, scale and massing and density.

In addition, the policy wording now makes specific reference to Appendix F of the Cambridge Local Plan (2018) (or successor) as the basis for informing the assessment of proposals at North East Cambridge.

Amendments to the following supporting figures to align with revised spatial framework have also been required to reflect the increase in Informal Open space provision, a reduction in building heights and reduction in net residential densities:

- Figure 19: Open space network to be created by Area Action Plan.
- Figure 21: Building heights considered suitable for North East Cambridge.
- Figure 23: Residential densities considered suitable for North East Cambridge.

Summary of changes to the policy

Amendments to make the policy more effective and to clarify approach to density, heights, scale, and massing at NEC and highlights the need to ensure that appropriate assessment of proposals is carried out to understand, and therefore help mitigate, impacts on Cambridge including the Historic core, heritage assets, key approaches, and key characteristics. These are identified as key criteria covering key themes related to heights, scale and massing and density.

Added specific reference to Appendix F of the Cambridge Local Plan (2018) (or successor) as the basis for informing the assessment of proposals at North East Cambridge.

Amendments to the following supporting figures to align with revised spatial framework have also been required to reflect the increase in Informal Open space provision, a reduction in building heights and reduction in net residential densities:

- Figure 19: Open space network to be created by Area Action Plan.
- Figure 21: Building heights considered suitable for North East Cambridge.
- Figure 23: Residential densities considered suitable for North East Cambridge.

Policy 10a: North East Cambridge Centres

What you told us previously at Issues and Options (2019)

- Broadly the comments received supported the Issues and Options Indicative Concept Plan. In particular, it was noted that there is support for encouraging people to travel by walking and cycling and that roads should be designed on the edges of the site to encourage quicker, easier and more sustainable ways of travelling.

- However it was also suggested that the district centre should be located around Cambridge North Station to create a ‘destination’ location containing retail and other town centre uses. However others suggested that the district centre be located within Cambridge Science Park at the planned Trinity College Hub.
- Generally most comments agreed that North East Cambridge should provide a range of supporting facilities, including shops, community facilities and socialising spaces, to create a place where people can enjoy living and working. These non-residential uses should be well integrated to help create vitality and vibrancy to this new city district.
- There was also support for some shopping provision in the vicinity of Cambridge Regional College as well as independent retail provision.
- You also told us that new services and facilities should be located close to existing residential areas in order for both new and existing residents to benefit.

How your comments were taken into account

- The proposed policies provide further development requirements and design guidance for proposals that sit within the North East Cambridge centres. These policies, in combination with the other policies of the plan, identify how the centres should be designed around people rather than vehicle movements. The District Centre for example is ‘access only’, meaning that vehicle movements to Cambridge North Station and the Aggregates Railheads, are kept away from this important local hub of services and community facilities whilst ensuring pedestrians and cyclists are prioritised.
- The proposed approach to the location of the District Centre is for it to be located on Cowley Road between Cambridge North Station and Milton Road. This would place the centre at the intersection of important pedestrian and cycling routes, including new routes identified on the Area Action Plan Spatial Framework from the existing residential areas in East Chesterton. It is recognised that Cambridge North Station will be an important gateway location into the site and an important local transport hub. Therefore a local centre, referred to as Station Approach, is proposed for this location. The suggestion to locate the District Centre within Cambridge Science Park could undermine the potential for people to use this centre for day to day needs due to the physical separation of this area from the residential led development on the east side of Milton Road.
- The proposed policies within the plan identify that the centres should contain a mix of community, cultural and retail facilities and services to create areas of interest and vibrancy within the Area Action Plan area. Their locations, including the Cambridge Science Park local centre, mark the intersection of

key routes for pedestrians and cyclists entering North East Cambridge from the residential communities to both the north and south in order for them to serve the daily needs of those living and working beyond the Area Action Plan boundary.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- The centres require more services and facilities
- Support the location of the centre
- The density of development in the centre is excessive
- Do not support the location of the centre
- The amount of office floorspace is too high / not needed

Comments mainly supported the location of the District Centre but expressed varying degrees of concern about the amount and mix of community uses within it. Many felt that larger sporting, recreational and leisure facilities were needed to support the anticipated number of new residents and workers. Some comments noted that the density of development across the site and in the District Centre is too high whilst many comments that disagreed with the location of the District Centre also objected to the principle of comprehensive redevelopment within the AAP, namely the relocation of the Waste Water Treatment Works.

Comments expressed support for:

- The location of the District Centre
- The need to provide opportunities for local businesses including the proposed market square
- The approach of mixing community uses, shops and homes

Examples of supportive responses included:

- “The development of an entirely new community area from scratch is a wonderful opportunity to create a development inclusive of transgender, non-binary, intersex and gender-non-conforming people inherent in its very design.”
- “An overall very positive policy with regards to creating new community areas.”
- “I like the ideas of the content and placing of the community centres. They appear to cover most needs”
- “I have no problem about 8000 homes and 18000 residents as long as design is good, traffic is well managed, transport is dramatically improved and open space is increased. Under these conditions I'd even go further; better to

provide as many homes as close as possible to the centre and to jobs. Let's not squander this space."

- "I welcome the focus on 'creative local businesses' and the provision of space for market stalls. It will be important to provide good facilities with suitable access that meet the needs of traders, learning from experiences in established markets (such as Cambridge Market Square)."
- "It's good that the four hubs seem well spaced and that they are easily accessible by bike and on foot."
- "I really like the proposed square being a multi functional space with stalls and place for people to spend time socialising."
- "The District Centre looks great but will only be useful to those in East Chesterton if it is easily accessible from the area. Currently the Mortlock Estate is closed in by a wall along Nuffield Road, and an industrial estate between us and the busway. If these barriers can be overcome then the Centre will be really exciting for us."
- "I think it looks incredible."

Concerns and issues raised by responses included:

- The centre needs to provide more community facilities, commensurate to the number of people anticipated to be living and working in this area
- The amount of office space proposed within the centre and across the AAP area is questionable given the impact of COVID on working patterns
- General comments objected to the principle of development in this location
- The need for the centres to be based around the needs of the local community which are easily accessible to everyone living and working in the area

Examples of representative comments included:

- "The high density of building throughout the entire development is too overwhelming".
- "I appreciate the need for more housing in Cambridgeshire but this is not the right place (f)or development."
- "The social and cultural hubs should be geographically spread as proposed. Their precise location should not be prescribed…. Plan is currently unduly prescriptive"
- "It would be good to have several hubs as such which each household can walk to in 15 minutes. They could have facilities such as Arbury Court".
- "There should be a greater sense of a planned street-scape and open and integrated community."
- "Each of hubs should have some activity area so the area does not become a hotel-like district where people will live but have nothing to do. Community

and cultural facilities should be plenty and developed to meet needs of all age groups living in the area”

- “Maintaining high architectural standards and aiming for centres that are primarily driven by community need rather than commercial opportunity is key.”

How your comments have been taken into account

Creating a walkable neighbourhood which serves the day to day needs of those living and working within North East Cambridge will be dependent on the timely provision of a number of new ‘centres’ which will provide retail, community, health, indoor sport, education and cultural facilities. The Spatial Framework for North East Cambridge has been updated and sets out where these new centres will be located within the AAP area. The introduction of a new centre (Greenway Local Centre) will now ensure that all homes within the AAP area are within a five-minute walk of a centre. This will support a number of the strategic objectives of the Plan and minimise the need for people to travel, in particular by private vehicle which compliments the North East Cambridge AAP Trip Budget.

There were lots of ideas about the sort of places these centres should be. The centres are intended to be areas containing a number of uses, enabling people to visit multiple facilities within one journey whilst also creating a lively, people focused environment across all parts of the day and week. The amount of development, in particular heights and densities, has been considered and addressed under Policy 9: Density, heights, scale and massing whilst the provision of community, cultural and sports provision has been addressed under Policy 14: Social, community and cultural infrastructure and Policy 15: Shops and local services.

Changes have been made to the policy responding to changes to the spatial framework, and opportunities these centres provide.

Summary of changes to the policy

The policy has been updated to reflect the changes to the NEC Spatial Framework as well as the revised development numbers and land uses. Other changes include:

Amend and clarify retail unit maximum size from 50m2 to 110m2 net, to 50m to 150m2 gross;

Include reference to opportunities for indoor sport and outdoor leisure;

With regard to biodiversity and greenspace add reference to opportunities to bring people closer to nature;

Updates to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).

Policy 10b: District Centre

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- Concerns over the amount / scale of development in the District Centre
- The rational and location of the centres is understood / supported
- Support that the District Centre is located on a key walking and cycling route
- Centres should incorporate more cultural, recreational healthcare and sporting facilities to serve local needs
- There should be more centres
- The District Centre should be located in an alternative location

Comments mostly supported the location of the District Centre based on it being positioned on key walking and cycling routes which connect to both the wider AAP area as well as surrounding neighbourhoods beyond the AAP boundary. However some suggested that the District Centre should be located around Cambridge North Station based on the proposed public transport hub. There was a clear support for the District Centre to include a wide range of services and facilities including cultural, sports and recreational uses to ensure it best serves the existing and future residents across the area.

Comments expressed support for:

- The location of the District Centre on key walking and cycling routes
- A modern market place to create a heart to the new community
- The wide range of uses being proposed within the District Centre

Examples of supportive responses included:

- “We support that this centre, including a school, has been located on a key walking and cycling route and integrated with the First Public Drain biodiversity corridor, but away from motor traffic.”
- “The location and mix of uses included within the proposed District Centre are supported.”
- “We also support the main district centre being located on a key route from Milton to East Chesterton and close to the Busway cycleway. This will mean that the library, health centre and arts hub are easily accessible and therefore of great benefit to surrounding communities.”

Concerns and issues raised by responses included:

- The amount and scale of development in the District Centre
- The location of the District Centre

- The services and facilities being provided within the District Centre

Examples of representative comments included:

- “Concerns over quantum and location of High Street”
- “There should be a clear visual link to the new walking and cycling bridge over Milton Road”
- “I don’t see that a visual focus around the district square by having a 13 storey high building is a good thing.”
- “Centres should incorporate more cultural, recreational and sporting facilities to serve local needs and address deficiencies (e.g. a swimming pool) in north Cambridge.”
- “The very ambitious main district centre should be further north east based on the main road.”

How your comments have been taken into account

The District Centre will be the heart of the North East Cambridge area, containing the largest mix of shops as well as community, health, cultural and indoor sport facilities. The location of the District Centre has been carefully considered since the publication of the Draft NEC AAP and further evidence has been undertaken through the NEC Townscape Strategy (2021) on this. Nevertheless, the location of the District Centre within the draft AAP was broadly supported and therefore it is retained at the important intersection of Cowley Road, the NEC Linear Park and the Milton-Cambridge North Station diagonal.

Amendments have been made to the policy to reflect the changes to the NEC Spatial Framework as well as the revised development numbers, and amendments to provide clarification.

Summary of changes to the policy

Amendments to reflect the changes to the NEC Spatial Framework as well as the revised development numbers, and amendments to provide clarification.

With regard to mix of uses, include indoor and rooftop sports and leisure, and health. Reference support for the day to day needs of people living and working within and adjacent to North East Cambridge;

Added further policy requirements and guidance to ensure that the District Centre will protect valuable biodiversity assets within and around the First Public Drain on Cowley Road;

Clarification regarding requirements for the Public square, including that it should be of a size and layout appropriate to accommodate public gatherings, informal and formal uses and larger one-off events.

Amendments to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).

Policy 10c: Cambridge Science Park Local Centre

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- The local centre should include housing
- The local centre should provide social, cultural and recreational amenities and/or a secondary school
- The local centre should be located further away from King's Hedges Road and the main western access road into the Science Park to improve safety for people walking and cycling and avoid attracting drive past visitors
- The logistics hub should be located on Milton Road
- Support the inclusion of a local centre within Cambridge Science Park

Comments, including those which were neutral or disagreed with the question, mostly agreed with the need to provide a centre within Cambridge Science Park. The majority of the comments noted that it should be located away from the busy road junction at King's Hedges Road and should provide a wider range of services, facilities and mix if uses. There was broad support for new homes to be planned within this part of the AAP area.

Comments expressed support for:

- The rational for a local centre within Cambridge Science Park
- The need for a local centre to provide a range of uses and facilities

Examples of supportive responses included:

- "The location and mix of uses included within the proposed Local Centre are supported."
- "The centres will therefore help foster greater activity and vibrancy around the CSP (for instance, new places to eat and drink might extend the time people stay on CSP, going to a café after work to socialise with co-workers), and will encourage workers to be more physically active (for instance, by leaving the office and walking to a sandwich shop for lunch), helping to promote healthier lifestyles for people working on CSP."

- “I think that creating mixed developments within the Science Park is an excellent Idea.”
- “It is good to have these centres where they are based on the make up of the area between business and residential.”
- “It would be fantastic to have new shops and services at the northern edge of the Science Park as CRC and King's Hedges have so few options. This would be a huge step towards improving existing communities whilst also developing new ones.”

Concerns and issues raised by responses included:

- The lack of any housing being proposed within Cambridge Science Park and the local centre as it does not create a mixed use area
- The location of the local centre on a busy road
- The lack of larger scale community, cultural, recreation and social facilities within the local centre
- The impact of further development on the character of Cambridge Science Park

Examples of representative comments included:

- “The proposed local centre at the western end of the Science Park could include a gradual introduction of housing along its southern edge, integrating it into Kings Hedges.”
- “The ‘mix of housing and jobs’ does not apply to half the site.”
- “One of the attractions of the science park is the green space and the buildings are modest in height, that will change if the proposal goes ahead as currently planned, this will turn the area into ‘any-town’, diminishing Cambridge and the science park itself.”
- “There is a noticeable lack of facilities within the west of the site which will remain a business-led Science Park with no housing or even a concert venue (which could double as a conference venue).”
- “The risk that densification would destroy the green qualities of this relatively low-density site. The attractiveness of the Science Park should be preserved whilst making it and its facilities more accessible.”
- “How can we realistically ensure that developers act responsibly and we end up with a balance of jobs, homes and amenities which make life comfortable and happy for residents?”
- “Cambridge Science Park is not the location for a consolidation centre”.
- “Who is it intended that the Science Park 'local centre' will serve?”
- “Considering its location near the regional college, it'd be useful to have a library there which could be easily accessed by students as well as professionals working in the area. Bars and restaurants there should also be

considered so that they could be accessible to people working at the science park as well as people living in King's Hedges who have currently a limited choice of shops or places to eat or go to."

- "It will be too far from the majority of the Science Park and I am assuming the reasoning was to also serve Kings Hedges/Orchard Park residents. This should be reviewed."

How your comments have been taken into account

Cambridge Science Park will continue to be a world-class employment park and this is supported in the Area Action Plan. To help maintain this, it is important that commercial uses are supported by a mix of services and facilities which support the needs of employees on the Park. Additionally, Cambridge Science Park is adjacent to Cambridge Regional College and the residential areas of King's Hedges and Orchard Park. The draft North East Cambridge AAP proposed a new Local Centre at the southwest corner of the Science Park which would also be assessable on foot and by bicycle to those living, working and studying locally. This approach was considered and supported by the NEC Townscape Strategy (2021).

Nevertheless, there were concerns from the public comments regarding the safety of the road junction at this location and this has been considered as changes to the policy have been made.

The provision of housing and other larger scale community, indoor sport, education and cultural facilities has also been carefully considered. Whilst the principle of some of these uses could be supported, it is unlikely that these will be delivered by the landowner over the Plan period. Additionally, the area identified for this Local Centre would not be able to facilitate a large facility due to the size of the site, with there being no opportunity to enlarge the size of the site due to existing development.

Summary of changes to the policy

The policy has been updated to reflect the changes to the revised development numbers of the AAP. The other main changes are:

- Additional flexibility for residential to be delivered in the local centre above ground floor level.
- Additional wording to ensure that the new centre enhances the existing junction at King's Hedges Road and creates a safe and comfortable place for people to cross, use the Guided Busway and enter this part of the AAP area.
- Clarification that the open space to the east of the Local Centre should be available for public use.
- The Policy has also been updated to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).

Policy 10d: Station Approach Local Centre

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- The policy should allow for a Specialist Maths College to be located within this Local Centre
- Cambridge North station car park should be re-provided within a multi-storey car barn
- Locating a local centre around the station is a good idea
- It is not clear now the consented development around the station will integrate with the rest of the development
- The Local Centre should provide more community services and facilities

Most comments agreed that providing shops and other facilities around Cambridge North Station was a good idea however the range of uses within this part of the AAP area varied. This included specialist educational institutions as well as leisure and cultural facilities. There was also concern as to how the consented hotel and office developments at the station will integrate with the wider development plans.

Comments expressed support for:

- A local centre in this location
- Re-providing the existing station car park within a multi-storey car barn
- The need to provide high quality, safe and convenient cycle infrastructure around the station.

Examples of supportive responses included:

- “Having a centre around the station also makes sense.”
- “I want to see the maximum number of people use Cambridge North station. The higher the apartments close to the station the better, because if people live close to it then they will be much more likely to use the railway.”
- “Leisure and recreation…provision around the railway station is good.”
- “Brookgate, in dialogue and agreement with Network Rail, also support the requirement for the existing station car park to be re-provided in a more efficient multi-storey car barn as part of a mixed-use higher density development proposal.”

Concerns and issues raised by responses included:

- The proposed secondary school could be located near Cambridge North Station which will benefit from access to rail as well as new cycle routes
- The policy does not allow for educational uses within the local centre
- How the consented office and hotel development at Cambridge North Station will fit in with the wider AAP development
- The quality of future development and retail and other service provision

Examples of representative comments included:

- “Policy 10d therefore needs to recognise the potential to accommodate a Specialist Maths School within the Local Centre”
- “Brookgate do not consider it appropriate to carry out further works on this drainage asset (First Public Drain, FPD). The culverted section of the FPD through the Cambridge North site is quite deep and any proposals to ‘open up’ a section of the drain would be difficult to achieve without steep sided slopes and would inevitably lead to H&S and maintenance issues in perpetuity.”
- “If the development round Cambridge central station is a model it will be high priced cafes and small expensive convenience supermarkets.”
- “It is vital that proposed developments on the approach to the station / surrounding the station, consider how they interact with the station environment and its operation.”
- “Given the existing planning permission in place for the Brookgate development, this will be problematic in terms of achieving proper integration.”
- “There is a lack of sports and leisure facilities such as a swimming pool – an ideal place for these would be close to the station and bus terminus to allow easy car-free access for people travelling from outside the new district.”

How your comments have been taken into account

The Station Approach Local Centre is located at an important point within the AAP area, and will act as both an entrance into the AAP area from those coming by public transport as well as by foot and cycle from the northern parts of the city. It is therefore important that this centre is well integrated with the local area outside of the AAP boundary as well as with the wider AAP area. The NEC Spatial Framework identifies the location of the centre to achieve this aim whilst the mix of uses and amount of development is considered to be appropriate given the role of a Local Centre and its proximity to the proposed Transport Interchange at Cambridge North Station. It is also intended that this centre is complimentary to the District Centre, which serves a wider residential and employment catchment, rather than competing with it.

The provision of an educational facility in this centre was dismissed given that the majority of the residential areas will be within or adjacent to the existing Waste Water Treatment Works site. Therefore, locating a school or college in this location would increase the journey times for students living within the NEC area.

The consented office development and completed hotel at Cambridge North Station have been considered in the preparation of the Area Action Plan, in particular the layout of the Spatial Framework, and informing the evidence base documents and subsequent policies on heights, densities and land uses. Whilst these schemes have come before the adoption of the Area Action Plan, it is not anticipated that they will inhibit the comprehensive delivery of the AAP, as required by the existing adopted Local Plan policies.

Specific reference to taking the First Public Drain out of culvert has been removed due to the practical challenges of delivering this as well as long term management and maintenance issues.

Summary of changes to the policy

The Policy has been updated to reflect the changes to the amount of development across the AAP area as well as changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).

Addition of ‘car barn’ to the acceptable land uses list, to consolidate existing Cambridge North Station car parking. Also supporting text clarifies that there should not be an uplift in parking provision to serve the station.

Clarification that development should improve the arrival experience from Cambridge North Station including from the adjacent residential community of North Chesterton, and reflecting the fact that although CAM is no longer proposed, it continues to be important to deliver a transport hub in this area.

Clarification that the Local Centre should provide linkages to adjacent areas of open space.

Removal of specific reference to taking the First Public Drain out of culvert.

Inclusion of heritage in the issues to be considered.

Policy 10e: Cowley Road Neighbourhood Centre

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- Cowley Road has the highest density development but has the fewest services and facilities
- How Cowley Road Neighbourhood Centre will integrate with the development proposals at St Johns Innovation Park
- The Cowley Road Neighbourhood centre is well-located on key cycling and walking routes with good access from neighbouring communities
- A secondary school is needed
- Relocating the Waste Water Treatment Works from Cowley Road into a Green Belt location will have significant environmental, climate and biodiversity implications

The majority of the comments agreed that the Cowley Road Neighbourhood Centre was well located on existing and proposed walking and cycling routes. However there was some concern that the centre was the smallest of the four new centres being proposed despite it being located within one of the densest parts of the site. It was also clear that as part of this, there was wide support for the provision of a secondary school.

Comments expressed support for:

- The location of the neighbourhood centre
- The centres good accessibility to walking and cycling routes

Examples of supportive responses included:

- It's good that the four hubs seem well spaced and that they are easily accessible by bike and on foot.
- The centres will therefore help foster greater activity and vibrancy around the St Johns Innovation Park, and will encourage workers to be more physically active, helping to promote healthier lifestyles for people working on the Park.

Concerns and issues raised by responses included:

- The lack of confirmation of secondary school provision
- The lack of services and facilities in this location, given the high-density residential development proposed in this part of the AAP area
- Reference to the provision of a pedestrian and cycle bridge over Milton Road when this is yet to be deemed necessary
- How redevelopment proposals at St John’s Innovation Park will form part of the neighbourhood centre
- The relocation of the WWTW to a Green Belt site

Examples of representative comments included:

- The Cowley Road centre would be better placed somewhere else with a walking access e.g. along the busway (Cambridge Regional College perhaps?)
- Cowley Road centre appears to have highest density and highest buildings but served by fewer facilities
- We support that this centre has been located on a key cycling and walking route. However, we note that plans for development of St John's Innovation Park, submitted in August and September 2020, already threaten the delivery of the district's vision with two car barns (rather than one) and substandard walking and cycling connections
- Disagree with safeguarding for secondary school which is not supported by the evidence base.

How your comments have been taken into account

The Cowley Road Neighbourhood Centre was carefully located at the intersection of Cowley Road (North) with the new 'Green Street' linking across from St Johns Innovation Park to Cambridge Science Park and the diagonal link down to the new District Centre. The intention of the centre was to meet the daily needs of people living and working in this part of the AAP. Further work has since been undertaken, including the NEC Townscape Strategy (2021), to update the AAP Spatial Framework and the overall mix if uses and amount of development across the AAP area. This has resulted in changes to the number of homes served by this centre, the proposed residential densities as well as the size of the centre.

The Vision for North East Cambridge is to create an inclusive and walkable new city district. The location of the centres in the draft AAP meant that the north east corner of the AAP area fell outside of a short walk to a district, local or neighbourhood centre. Therefore this has been addressed in both the Spatial Framework and this policy.

The need for community facilities including education provision has also been considered further and this is set out in Policy 14: Social, community and cultural infrastructure and Policy 15: Shops and local services. These updated policies provide further clarification on the need for community, cultural and health facilities whilst the Education Topic Paper (updated 2021), confirms the educational needs generated by the AAP. The Topic Paper concludes that a secondary school is not required at North East Cambridge based on the proposed number of new homes and the anticipated type and size of homes expected to come forward.

The policy has been updated to reflect the inclusion of a new local centre towards the north east corner of the AAP area, known as Greenway Local Centre. This will ensure that all planned homes within the AAP are within around five minute walking

distance of a centre, further supporting the vision of the AAP for a walkable city district. The Cowley Road centre has also been updated to a Local Centre to reflect the residential and employment catchment of the centre. The updated development numbers within the AAP, including the distribution of shops, community and education facilities have also been updated in this policy.

Summary of changes to the policy

Cowley Road Neighbourhood Centre changed to a Local Centre, and an additional new Greenway Local Centre added.

Requirement for a Primary School at Cowley Road Local Centre and land safeguarded for a Primary School at Greenway Local Centre if required, with the safeguarding for a secondary school removed.

Clarification and amendments to design requirements at each centre, including connections to open space and adjoining areas.

Updates to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).

Policy 11: Housing design standards

What you told us previously at Issues and Options (2019)

- There was overall support for the creation of a higher density mixed use residential led development to the east side of Milton Road and the benefits of providing homes and employment near to each other supported by good sustainable transport options.
- However, there were concerns raised about very high-density development, including the quality and size of housing that would be provided and the impact taller buildings would have on microclimate.

How your comments were taken into account

- Concerns about the quality of the kind of place created at North East Cambridge in terms of amenity and microclimate are addressed through the 'Technical housing standards – nationally described space standard (March 2015)' requirement in the policy. The requirements set in the standards help provide accommodation that meets the needs of future residents in terms of internal spaces standards and accessibility.
- To provide a required standard for private and shared communal amenity space a series of minimum space standards are identified. Good design goes

beyond achieving minimum ‘space standards’ and the other policies in the Area Action Plan clearly set out expectations with regards to design quality at North East Cambridge. Evidence work through the North East Cambridge Typologies Study, has compiled examples of innovative buildings and developments that deliver higher densities whilst also creating great places in which to live and work.

What you told us about the Draft NEC AAP (2020)

Comments mostly agreed with the overarching aims and principles expressed in the Area Action Plan vision but expressed varying degrees of concern about whether the approach in the Plan would actually provide adequate Housing Design Standards. There was clear evidence that respondents understood the need for standards in the area even if they did not agree with how the draft Plan proposed this should be provided.

Comments expressed support for:

- Provision of access to private outdoor space and gardens

Examples of supportive responses included:

- “I very much approve of the design requirement for 5m2 pp of private outdoor space and I'd hope that this would be achieved wherever possible by balconies for all apartments”.

Concerns and issues raised by responses included:

- Impacts of Covid-19 on living arrangements and required WFH / outdoor spaces
- Lack of diversity of family homes and liveability of homes e.g. gardens
- Use and dependence on lifts in high-rise buildings

Examples of representative comments included:

- “In the current Covid-19 pandemic, more people are working from home instead of working in offices where they can. Will someone living in the new accommodation have space to work from home, possibly with family members living with them? How much space will there be to be able to work from home, or for children to be able to study from home etc. in the proposed accommodation? Also trying to concentrate in an online work meeting or in an online school lesson is not easy if sound is bleeding into rooms from the next

door neighbours. Will there be sound insulation between residents in the proposed high rise buildings to prevent this?"

- "Every new household should have access to a space to grow its own vegetables, with a minimum 50 square metres of growing space per dwelling".
- "Too many new homes without gardens".
- "I think the density of news homes will compromise quality of life for residents. During covid we have identified the need for more space as we need to live and work at home and have established the value of easily accessible green spaces such as gardens and local parks".
- "The approach to building heights and density should be determined by aspects such as liveability rather than external factors which could lead to overdevelopment".
- "I am very sad when I think about the people who would end up living here. The plan says that there will be homes 'of different sizes and types', but as far as I can see, they will all be flats. Throughout the last 6 months, it has frequently been noted that the people who have been able to cope with lockdown the best are those who have a garden".
- "One-and two-bedroom dwellings in 13 storey blocks could lead to social isolation and lack of community. It doesn't cater for growing families. Are they expected to move out when children reach secondary school age, reducing diversity?"
- "Figure 13: A small point but increased floor to ceiling heights will inevitably increase overall building height. We need to be careful about how building heights are expressed in terms of storeys or metres as clearly floor to ceiling heights will have a bearing on this. This will need to be factored into any work on taller buildings and heritage currently being undertaken".

Policy 11:

There were 6 comments and 1 supporting response to the policy, most of those agreed with the overarching aims and principles expressed in the Area Action Plan vision but 1 objected, expressed varying degrees of concern about whether the detail in the Plan would actually match up to the ambition. There was clear evidence that respondents understood the need for housing design standards in the area even if they did not agree with how the draft Plan proposed this should be provided.

Comments expressed support for:

- Housing design standards within residential developments
- Potential to increase the space set in the standards

Examples of supportive responses included:

“Policy 11 sets out the housing design standards for residential development within North East Cambridge. Those standards are supported and can be met for the proposed redevelopment of the existing Barr Tech site”.

“It would also be good to ensure lobbies, hall ways (leading to apartments) and other shared spaces in the buildings also have natural light at regular intervals and comments on fire safety”.

“Only requiring residential units to "meet the residential space standards" when generally most consider these standards to be too small and the really bare minimum. It would of been nice to see Cambridge go one up and require a +10-15% as a minimum on the standards”.

Concerns and issues raised by responses included:

- Outdoor and balcony provision is inadequate and impractical in use
- Private balconies will be incompatible with surrounding uses due to noise

Examples of representative comments included:

“It is considered that the existing operations at the builders merchant on the Ridgeons site could be incompatible with private balconies on building facades adjacent to this site, in terms of potential noise generating activities”.

“Have you ever lived in a flat with a balcony? 1500mm minimum depth / width? That is an unusable space. The other proposals are great but will the developers adhere to them?”

“5m squared isn't big if there's kids there too”.

How your comments have been taken into account

The Area Action Plan is aiming to establish the highest quality living standards in North East Cambridge. Concerns regarding surrounding industrial uses impacting on the outdoor amenity space of residential properties are key considerations that the plan has attempted comprehensively mitigate and design out through its spatial framework and policies on environmental health and mixed use. The policies combined will ensure that balconies are not exposed to incompatible uses and that homes are designed in a way that supports the health of future inhabitants. The policy addresses balcony size and width to ensure they provide useable spaces. Applying minimum space standards also means the rooms in homes will provide living space to meet needs. Reflecting government guidance is not possible to set alternative standards.

Comments around social isolation and lack of garden space are noted, and these are significant concerns that are addressed through open space, community facilities

provision, and the capping of purpose-built rental properties. North East Cambridge is aiming to establish a new community that people identify with, while being a new neighbourhood that is seamlessly integrated in Greater Cambridge.

Amendments to the policy have been made to include more detail on improving liveability by detailing policy regarding separation of bedrooms and habitable homes to have regard to adequacy of any measures to prevent noise transference.

The policy requirements regarding accessibility of homes have been amended. Updated demographic projections indicate a greater demand for housing from over-65s. 5% of homes need to meet M4(3) with 95% meeting M4(2) accessibility standards, an uplift of 5% on the latter and new provision on the former.

Summary of changes to the policy

Clarifications to improve implementation of the policy, including additional detail on ensuring dwellings provide good living environments, addressing noise issues and overheating, and that private outdoor space cannot be delivered in the form of communal space.

Amended standards regarding provision for accessible homes to 5% of homes need to meet M4(3) with 95% meeting M4(2) accessibility standards.

Policy 12a: Business

What you told us previously at Issues and Options (2019)

Location of business uses

- We asked whether offices and R&D premises should be located across North East Cambridge in order to intensify the existing employment sites and create a mixed-use city district across the wider Area Action Plan area. Generally, there was support for this approach in order to enable people to live close to jobs.

How your comments were taken into account

- Reflecting your comments, the draft Area Action Plan distributes employment uses across the area. This will enable the delivery of a mixed-use city district where homes, jobs and facilities are easily accessible and motorised transport is minimised. In terms of an economic model, it also maximises opportunity for collaboration which is an important ingredient for innovation.
- The proposed policy provides clarity in respect of existing employment sites that wish to intensify. The adopted 2018 Local Plans promote good economic

growth, and this policy enables opportunities to increase the number of jobs in a plan led approach.

Types of business we should be planning for

- We also asked you about the specific types of employment in this area and whether we should be planning for a particular business type. Whilst there was some support for solely focussing on science and technology, you mainly supported the need to ensure that there are opportunities within North East Cambridge for start up companies and Small and Medium Sized Enterprises (SMEs) to establish themselves and then grow within the area through the provision of 'move on spaces'.
- There was also broad support for the Area Action Plan to be flexible in its approach to new development, so that development is able to respond to future economic conditions and changing business needs.

How your comments were taken into account

- Reflecting your comments, the proposed policy does not seek to promote or restrict a particular type of employment space but does set out a broad level of support where these types of spaces contribute towards delivering the overarching vision and objectives for North East Cambridge.

Amount of new businesses we should be planning for

- Some comments felt that there is an imbalance in North East Cambridge between the number of jobs and homes. In order to rebalance the existing situation, some comments stated that there should be no further employment growth in this area and the Area Action Plan should solely focus on creating new homes.

How your comments were taken into account

- Whilst one alternative option was to cap employment at existing levels, this could undermine the potential for good economic growth, which could have significant implications locally and across Greater Cambridge as well as leading to fewer possibilities for new employment development where a need is demonstrated. Enabling a range of new business development to take place at North East Cambridge creates the opportunity for a diverse range of employment types to come forward which has the potential to improve social mobility and serve the needs of not only Greater Cambridge and beyond, but importantly new residents to this area.

Industrial uses

- Several concerns were raised regarding the displacement of industrial uses around Nuffield Road, and that the retention of associated jobs and services was important for the diversity of the local and Greater Cambridge economy. Comments mentioned that relocation should only be explored when appropriate and viable alternatives were identified. It was mentioned that proximity to Cambridge city centre would be key for any industrial uses re-located off-site.
- There was a general view that all relocations of existing industrial land would need to ensure that environmental health concerns, including contaminated land, odour, noise, and air pollution, need to be clearly identified and mitigated.
- Many comments agreed low density industrial uses could be re-provided in more efficient and denser sites. Several comments indicated that re-provision would need to ensure a variety of different opportunities for Small and Medium Sized Enterprises (SMEs) and creative industrial uses.
- One comment mentioned that the diversity of units would provide long-term flexibility for the future. Some comments caveated that any intensification of industrial uses would have to ensure there is no negative impact on the local townscape.
- There were several comments relating to the impact of industrial uses on vehicle trip generation. Some of these mentioned how consolidation of industrial uses would provide an opportunity to reduce overall trips. Others mentioned how consolidation away from Nuffield Road could provide an opportunity to reroute HGV trips away from adjacent residential areas and improve the pedestrian environment along the southern part of Nuffield Road.
- There was an objection to the redevelopment of Trinity Hall Industrial Estate as a residential led mixed-use scheme.

How your comments were taken into account

- In line with your comments, the proposed policy aims to maintain the current level of industrial floor space. Intensification is being proposed as an opportunity to take advantage of existing land inefficiencies and provide potential for the modernisation of retained units to meet modern business needs. A range of units are envisioned to be delivered to enable existing industrial businesses to adapt to future needs and to provide space for new start-up companies to make a contribution towards good growth for the area.

The separation of industrial traffic from residential streets is a priority for the Area Action Plan to ensure that North East Cambridge can deliver on its placemaking and good growth objectives. This is set out in **Policy 21: Street hierarchy** and **Policy**

20: Last mile deliveries, which outlines how delivery vehicles should be managed to consolidate deliveries.

- The impacts of industrial development on adjacent sensitive uses have been addressed within **Policy 25: Environmental Protection.**

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- The amount of office floorspace proposed is supported
- The amount of office floorspace proposed is too high and/or does not reflect the impact of COVID on new working patterns and practices
- The amount of office floorspace proposed is too low
- The policy should be flexible to ensure that it can adapt to changing circumstances over the entire plan period
- The distribution and ratio of homes and jobs is unbalanced
- Permitted development rights will have an impact on commercial uses within the AAP area
- The diverse range of jobs and mixed use spaces is supported

Comments, including those which were neutral or disagreed with the question, did not object to the principle of commercial development in this area. However, many were concerned about the amount of commercial floorspace being proposed in the draft AAP, in particular, when many people are working from home due to COVID 19. This meant that some comments reflected the need to take a flexible approach to employment policies to ensure they could respond to the immediate and longer-term employment market and that provision was made for home working within the new homes developed. There were also concerns that the employment distribution was too heavily focused around Cambridge Science Park and not evenly spread across the AAP area. Also, that the balance between homes and jobs needed reconsidering as it resulted in residential densities and building heights which were harmful to the character of the city.

Comments expressed support for:

- North East Cambridge is the right location for high tech jobs
- The range of jobs and uses identified
- Placing homes and jobs in close proximity

Examples of supportive responses included:

- “The proposed retention and intensification of Business uses in this location is supported. As with any City, Cambridge needs to be able to provide jobs for

a wide mix of residents with a variety of skill sets. Currently this area, including the Science Park is able to accommodate a variety of business uses, including industrial, some of which complement one another."

- "We support the location of a variety of different types of jobs and businesses in the area so that as many people as possible are able to travel to work without driving."
- "The diverse nature of the use of the buildings - leisure, community, business and residential - means it has the potential to be a really wonderful and attractive space for all."
- "Strategic planning for this site should be ambitious in making best use of this connectivity to maximise high-value job creation for the future of Greater Cambridge."
- "To the extent that it is possible to anticipate the changes to working practices brought about by the pandemic, it appears that the ability to work near where we live and doing away with the need to travel into a city centre will become more prominent in the planning of employees and employers alike."
- "A variety of jobs in an area of mixed-use buildings is welcomed so that many people can live close to their employment, but a better balance of homes and jobs is needed."

Concerns and issues raised by responses included:

- People's working patterns and needs have changed significantly due to COVID and the amount of office floorspace proposed is not likely to be required in the future based on current trends
- There is no mix of uses within Cambridge Science Park which is at odds with the concept of a mixed-use city district
- The employment policies need to be flexible to take account of changing economic and employment trends
- The balance between jobs and homes needs to be reconsidered
- The proposed number of jobs will mean a lot of people will be travelling into the area
- There is an acute housing need in Cambridge and the AAP should focus on new homes rather than new jobs
- The draft AAP should be proposing more employment floorspace to capitalise on the site's accessibility and status as a leading employment hub

Examples of representative comments included:

- "We are developing a mixed-use city district not a housing estate next to a business park."
- "Need more small business spaces."

- ‘Whilst the principle of the draft NECAAP is supported, the balance between the provision of homes and office space is questioned.”
- “Due to the provision of commercial space, it appears that very high densities are planned. The resulting building heights are incompatible with the historic city of Cambridge and the fenland landscape.”
- “20,000 new jobs seems ambitious and whilst it is appreciated that new jobs provided will help to meet the wider needs of the area, it is considered important that the over-provision of new jobs should not be to the detriment of other locations and neighbouring authorities being able to attract and deliver economic growth.”
- “There should perhaps be more of a focus on homes rather than jobs in the NEC area.”
- “Even allowing for a slower level of growth than previously anticipated the Area Action Plan proposals do not go far enough. We must ensure that in the current environment of uncertainty, we to do not miss an opportunity to plan in the right way for the future.”
- “In the future it is possible, if not probable, that more people will be working from home. We will really need more office space when so much currently stands empty or underused?”
- “It will be important that plans are flexible enough to cope with this changing circumstance and the changing nature of employment workspace requirements including within the home.”

How your comments have been taken into account

North East Cambridge is an important part of the Greater Cambridge economy, playing a key role in the high technology and research and development sector. The NEC AAP, underpinned by the Greater Cambridge Employment Land Review and Economic Evidence Base Study, recognises that there is sufficient demand for additional commercial floorspace within this area which should be brought forward through the AAP.

The provision of a significant amount of commercial floorspace at NEC is a risk to the delivery of the AAP and in particular the Trip Budget approach to minimise further vehicle movements on Milton Road through further in-commuting. Additionally, a consistent issue noted from the consultation feedback was that there was a particular imbalance between the number of new homes and jobs and that this would exasperate the demand for housing within Cambridge. This imbalance would also not support the vision identified in the Plan for a mixed-use city district. Therefore, the updated Area Action Plan seeks to address this issue by reducing the number of new jobs across the Plan area which is now more closely aligned to the anticipated number of new residents that will be living at North East Cambridge.

The type and nature of employment floorspace set out in the NEC AAP is broadly aligned with the types of commercial premises the Greater Cambridge Employment Land Review and Economic Evidence Base Study advises for North East Cambridge over the Plan period. Additionally, the AAP seeks to pre-provide business floorspace where it will support industrial uses.

The impact of COVID-19 on medium to long term employment demands is yet to be fully understood. Whilst remote working currently means that a higher proportion of employees are working away from the office, physical office and commercial floorspace is likely to still play an important role within NEC, particularly as a number of employment sectors rely on specialist equipment, such as wet and dry laboratories.

The amount of commercial floorspace set out in the NEC AAP has been reduced to improve the balance of homes and jobs across the AAP area as well as help to deliver the trip budget for North East Cambridge. Nevertheless, the role and importance of employment uses within this area is still recognised and future growth will continue to be supported in a coordinated and comprehensive way through the AAP.

Development proposals that would go beyond these levels would need to demonstrate impacts have been fully considered. In order to do this an additional requirement for an employment impact assessment has been added.

Technical updates have also been made to update the policy to reflect national changes to the use classes order which classifies development into specific types.

Summary of changes to the policy

The amount of employment floorspace identified within the policy has been reduced from up to 234,500m2 up to 188,500m^2 net additional business (Class E(g)).

Employment floorspace at Nuffield Road and Cowley Road Industrial Estates will need to be replaced as part of the comprehensive redevelopment of Cowley Road Industrial Estate to create a mix of employment types as well as support the proposed industrial uses. This relates to the re-provision of equivalent floorspace not specific companies or tenants.

Amendments to clarify that development proposals which exceed the amount of floorspace set out in the policy would need to demonstrate that it will not have an adverse impact on the AAP area and the wider delivery of the Plan and accompanied by an employment impact assessment.

Updates to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).

Policy 12b: Industry

What you told us previously at Issues and Options (2019)

Industrial uses

- Several concerns were raised regarding the displacement of industrial uses around Nuffield Road, and that the retention of associated jobs and services was important for the diversity of the local and Greater Cambridge economy. Comments mentioned that relocation should only be explored when appropriate and viable alternatives were identified. It was mentioned that proximity to Cambridge city centre would be key for any industrial uses re-located off-site.
- There was a general view that all relocations of existing industrial land would need to ensure that environmental health concerns including contaminated land, odour, noise, and air pollution need to be clearly identified and mitigated.
- Many comments agreed low density industrial uses could be re-provided in more efficient and denser sites. Several comments indicated that re-provision would need to ensure a variety of different opportunities for Small and Medium Sized Enterprises (SMEs) and creative industrial uses.
- One comment mentioned that the diversity of units would provide long-term flexibility for the future. Some comments caveated that any intensification of industrial uses would have to ensure there is no negative impact on the local townscape.
- There were several comments relating to the impact of industrial uses on vehicle trip generation. Some of these mentioned how consolidation of industrial uses would provide an opportunity to reduce overall trips. Others mentioned how consolidation away from Nuffield Road could provide an opportunity to reroute HGV trips away from adjacent residential areas and improve the pedestrian environment along the southern part of Nuffield Road.
- There was an objection to the redevelopment of Trinity Hall Industrial Estate as a residential led mixed-use scheme.

How your comments were taken into account

- In line with your comments, the proposed policy aims to maintain the current level of industrial floor space. Intensification is being proposed as an opportunity to take advantage of existing land inefficiencies and provide potential for the modernisation of retained units to meet modern business needs. A range of units are envisioned to be delivered to enable existing industrial businesses to adapt to future needs and to provide space for new start-up companies to make a contribution towards good growth for the area.

The separation of industrial traffic from residential streets is a priority for the Area Action Plan to ensure that North East Cambridge can deliver on its placemaking and good growth objectives. This is set out in Policy 21: Street hierarchy and Policy 20: Last mile deliveries, which outlines how delivery vehicles should be managed to consolidate deliveries.

- The impacts of industrial development on adjacent sensitive uses has been addressed within Policy 25: Environmental Protection.

What you told us about the Draft NEC AAP (2020)

Comments, including those which were neutral or disagreed with the question, did not object to the principle of retaining industrial uses in the area. However, there were comments expressing concern at how industrial uses could coexist with residential dwellings. Some comments thought no heavy industry should exist on the site. There was also some support for the principle of affordable workspace provision, although there were questions around the viability of these, and further detail on these proposals was asked for. The principle of the re-provisioning industrial uses and intensifying them within the site was also supported

Comments expressed support for:

- North East Cambridge is the right location for industrial uses
- Affordable workspace
- Intensifying the uses

Examples of supportive responses included:

- Welcome proposals for 10% ‘affordable’ industrial floorspace and small ‘last mile’ delivery & distribution hubs.
- It is agreed that there is space to intensify existing business parks. The support in Policy 12a for the redevelopment of St John’s Innovation Park to support existing and future business needs (including the redevelopment of existing under-utilised premises, including associated car parks, and the introduction of other supporting uses) is also supported.
- “The proposal to ensure that there is not a net loss of either Class B2 or Class B8 uses is supported. Further, the intention to increase this provision is a positive response to the needs of the Cambridge economy ensuring that a mix of uses can be provided across the wider site, allowing the retention and provision of jobs for a wide mix of residents with a variety of skill sets.
- Support recommendation to relocate industrial units and the aggregates railhead to the north-east corner of the site with a separate industrial access road added alongside the A14, which would remove large amounts of heavy traffic from the main route through the district.

Concerns and issues raised by responses included:

- How the affordable uses would be detailed and how industry could coexist with housing.

Examples of representative comments included:

- Further clarification of the requirement in Policy 12b to provide 10% of the new floorspace as affordable industrial workspace, subject to scheme viability, is required particularly as to what constitutes affordable workspace. It is not appropriate to leave it to the Council's Economic Development Team to work with developers to agree appropriate terms of affordability on a case by case basis as proposed.."
- My main concern is the amount of traffic that businesses/industry create and how that will coexist with residential areas and the concept of traffic-free and pedestrian spaces. Residents will face traffic noise/pollution from the A14 in particular.

How your comments have been taken into account

North East Cambridge will continue to include industrial uses within the action plan area. It is considered important to maintain a mix of uses and a variety of employment opportunities in the area. Analysis has taken place to identify the current provision of industrial and warehousing/storage floorspace in NEC and to ensure that the equivalent (or greater) level of floorspace provision in the new development.

This floorspace will be focused on Cowley Road Industrial Estate and the northern part of the Chesterton Partnership area. As well has providing space for businesses, this industrial development area will provide a buffer for the existing aggregates area and it will provide an interim site for the relocated Waste Transfer Station. This configuration will help to mitigate the impact of these two uses on any nearby residential development.

Any new development within the AAP area will be required to comply with Policy 25 and Policy 26 of the AAP which deal with the mitigation of the environmental impacts of the development including health and amenity impacts.

The NEC Commercial Advice and Relocation Strategy has explored the existing industrial uses in the area, and this has been used to provide updates to the policy regarding floorspace. The policy and policy background have been amended to recognise the impacts on those business occupants that may need to relocate off site and the support available to help to identify new premises.

The interim solution for the Waste Transfer Station has been incorporated into the policy. The policy regarding the delivery and consolidation hub has also been updated to be consistent with Policy 20: Last mile deliveries and the size limit that policy includes.

Responding to issues raised in comments regarding viability, further clarification has been provided regarding affordable workspace that the level of discount to be applied will need to be secured on a proposal-by-proposal basis, having regard to overall scheme viability.

Summary of changes to the policy

Changes to floorspace levels that reflect the findings of the NEC Commercial Advice and Relocation Strategy and the Typologies Study and Development Capacity Assessment. Clarification that these figures, and the commitment to re-provide industrial and warehousing/storage floorspace, refer to Gross Internal Areas

Restructuring of policy to include action titled ‘principles for industrial development’.

Provision of the full title of the Greater Cambridge Employment Land and Economic Development Evidence Study (2020).

Clarification regarding the policy requirement to re-provide industrial and warehousing/storage floorspace, it’s role in providing a buffer to the Aggregates Railheads and proposals that exceed the identified floorspace levels.

Clarification regarding the availability of corporate support for affected occupiers to identify suitable sites and additional policy background text regarding relocation of businesses.

Additional requirement, along with supporting text, to ensure that design and siting of development provides an appropriate mitigation buffer around the Aggregates Yard and relocated Waste Recycling Transfer Station to address any potential health and amenity impacts on adjacent uses and spaces, and to relocate the existing bus depot on Cowley Road to an off-site location to facilitate the proposed redevelopment of Cowley Road Industrial Estate.

Amended the size of small delivery and consolidation hubs in line with Policy 20 of the AAP.

Amendments to guidance regarding the forms of consolidation.

Additions to policy background regarding affordable workspace with regard to overall scheme viability and the needs of the creative sector.

Policy 13a: Housing provision

What you told us previously at Issues and Options (2019)

Housing quantity and mix

- A mix of dwelling sizes, including some family sized units, was generally supported with several respondents commenting there is also demand for smaller, more affordable units on the site. There was strong support for housing for local workers in order to encourage low levels of car ownership and commuting; however, some expressed concern over how this would be delivered, and others felt that policy should be directed by demand, market trends and viability in this regard.

- There was broad agreement that the development of North East Cambridge should seek to provide a proportion of specialist housing, such as purpose built Houses in Multiple Occupation (HMOs), housing for disabled people and older age groups, students and Travellers; however, it was considered that a greater understanding of the current situation in terms of demand, need and viability of these various housing sectors would be required in order to inform the AAP.

- One respondent felt that student accommodation would not be appropriate for the area, and another felt that Traveller accommodation would not accord with the proposed higher density nature of the AAP area.

- Respondents were of the view that the AAP should achieve high quality housing. Most said these should be in line with national internal and external residential space standards for housing at North East Cambridge, including for HMOs, with one representation stressing that for the well-being of future occupiers these should be seen as minimum and not optimum standards to be adhered to. One respondent said there may be appropriate exceptions and another said there could be no requirements if new homes are delivered in a high quality way.

How your comments have been taken into account

- In line with the comments received, the policy seeks to ensure that a range of homes will be delivered within North East Cambridge, that provide a range of types, tenures and sizes. The provision of affordable housing is an integral part of the development which has been incorporated into the policy.

- Internal and external space standards are prescribed in Policy 11: Housing design standards.

- No specific provision of Housing in Multiple Occupation has been included within the policy however the policy does not restrict them from coming forward. It is also forecast that some market homes will become Houses of Multiple Occupation over time. The on-site provision of lower density housing would not optimise the best use of this edge of city site and would not support the vision and strategic objectives of the AAP.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan were:

- about the number of homes proposed within NEC AAP
- whether the proposed housing mix and different tenures will create balanced mixed communities
- about the impacts of the coronavirus pandemic on the proposals for this area – should re-think to take account of new ways of living and working
- need to deliver homes and jobs proportionally over time
- support for homes for local people
- impacts of Build to Rent, particularly on delivery of affordable housing

Comments generally supported the provision of a mix of housing types and tenures but some expressed concern that the proposed development will not deliver a mix suitable for all due to its high density nature. Differing comments received on whether the number of homes proposed and the ratio of homes to jobs were appropriate for the area. Comments suggested that jobs and homes should be delivered proportionally over time if the vision for the area is to be achieved. Concerns relating to the provision of affordable housing.

Comments expressed support for:

- seeking to deliver a mix of housing types and tenures across North East Cambridge.
- provision of specialist housing and a range of different types of homes so that everybody has the opportunity to live in North East Cambridge.
- 60% of affordable dwellings being for social/affordable rent.
- the housing provision figures being regarded as a minimum – important to take a flexible approach and be clear that the AAP does not impose a maximum amount of housing.
- Chesterton Sidings site having the potential to address a specific need for more private rented housing, and therefore providing diversity in the housing market.

Examples of supportive responses included:

- “broadly supportive of Policy 13a and that the housing provision figures are regarded as a minimum. It is important to take a flexible and positive approach and be clear that the AAP does not impose a ceiling on the amount of housing development that may come forward.”
- “supports the provision of a range of different types of homes for people of all ages and abilities so that everyone has the opportunity to live in a place where it is not necessary to own a car.”

Concerns and issues raised by responses included:

- that the shortfall of affordable housing from build to rent schemes should not fall on other developments to address.
- that there are foul and surface water sewers within areas identified for residential development that Anglian Water will continue to need to access, therefore the layout and design of these sites should consider the location of these existing assets.
- that the area will not be an inclusive mixed use area because will only cater for those wishing to live in apartments. Need more houses – terraced / two storey homes – like in the surrounding areas.
- that an extra 25% affordable housing is needed.
- that development in this location is totally inappropriate and the proposed development will detract from the beauty of Cambridge and flat fen landscape.
- that the vast number of new homes is not environmentally sustainable, instead should be looking to make better use of existing homes or reuse other empty buildings like shops and offices.
- where are the older people to live and what about purpose built care homes for much older residents?
- who would want to live here as located next to a major road, water works, aggregate mixing site, and bus depot, and higher skilled workers will either want cars or larger homes.
- there is a need to reflect on the significant changes that will occur as a result of the coronavirus pandemic – more people will want to work from home, and will want more space.
- that the number of homes will outstrip the employment available in the area or that there are not enough homes for the number of jobs
- that the number of homes is too high for the space or the overall number of homes is too high and not needed or the number of homes is not enough.
- that housing mix can have a significant impact on the number of children and therefore education need, so needs to be flexibility in education provision until majority of development has planning permission.
- huge risk the proposed development will create a ghetto.

- how many houses will go to local people? Will most likely be taken by investment buyers.
- type of dwellings proposed (flats) is not conducive to creating a community as people will only live here temporarily.
- should be more housing association owned or council owned housing, and maybe a co-op or co-housing community.
- that housing and jobs should be delivered proportionately throughout the plan period.
- that adopted policy is for employment led development, and therefore no justification for housing in this area.
- need to safeguard the area from landlords outbuying ordinary people.

Examples of representative comments included:

- “Shortfall of affordable housing from BTR shouldn’t fall upon other developments”
- “North East area will not be an inclusive mixed use area but will only be made up of singles or couples with those with families forced to moved out due to lack of supply of large residential properties. … by primarily having higher density apartment blocks this will make the area less inclusive and only cater for those who want to live in an apartment. Not everyone does, this will reduce the types of people which the area attracts and likely put off older people and those with young children.”
- “And where will older residents live - will there be homes for them amongst those for younger families - and what about purpose-built care homes for our much older residents?”
- “Cambridge has already been spoiled with excessive increase of large tech businesses who bring in many of their own employees. How many of these houses will go to local people?”
- “There should be more housing, preferably more under housing associations or council owned. Maybe a co-housing or co-op community. There should not be high rise blocks that would obliterate views and light.”
- “I am surprised to see 8000 houses listed as I am sure I have seen 5.5K and 6K respectively on earlier plans. All if these are way too high. Residential units should be limited to 2k and include houses with gardens and flats near the station.”
- “It's not at all clear who will want to live in those houses by the time they are complete as the higher skilled workers will either want cars to exploit job opportunities or larger houses to work from home”

How your comments have been taken into account

The spatial framework, and within this the number of homes and jobs, has been amended since the draft AAP. The new spatial framework for North East Cambridge has been informed by additional evidence base studies (such as the Heritage Impact Assessment, Townscape Assessment and Townscape Strategy), known constraints (such as sewers), and consideration of the representations received. The new spatial framework includes enhanced open space provision and distribution across the AAP area, and reduces the amount of employment development to facilitate a better balance between new homes and jobs.

Together, the spatial framework, and other design related policies within the AAP allow for some houses as well as flats to be provided at North East Cambridge, and also for the new buildings within the AAP area to take account of and integrate with their surroundings.

The high density nature of the development proposed at North East Cambridge has implications for the housing mix that can be provided in terms of the number of bedrooms within each dwelling. However, through the housing policies included in the AAP the Councils are seeking the delivery of a balanced and mixed community that includes a variety of housing tenures, specialist housing, opportunities for custom build homes, and homes specifically for local workers. This will also provide choice and homes to meet a range of needs.

Alongside, the spatial framework, policies within the AAP such as Policy 23: Comprehensive and Coordinated Development and Policy 27: Planning Contributions seek to ensure that the development is brought forward in a coordinated way with parcels within the AAP area being for a mix of uses to contribute towards delivery of the vision, but also so that homes, jobs and infrastructure are provided in a timely way and at the appropriate time to support the development of a balanced, mixed and sustainable community.

Consideration of the appropriate level of affordable housing is covered in the response to Policy 13b: Affordable housing, consideration of the relationship between the provision of affordable housing and the delivery of Build to Rent developments is covered in the response to 13c: Build to Rent, and consideration of homes for local workers is covered in the response to Policy 13d: Housing for local workers.

Summary of changes to the policy

Amendments to reflect the revised anticipated housing capacity resulting from the updated spatial framework, and to clarify that the anticipated number of homes both across the AAP area and referred to for each parcel are indicative.

Amendments to make the policy more effective, including clarification that the provision of homes including specialist housing needs to respond to a broad range of needs.

Policy 13b: Affordable housing

What you told us previously at Issues and Options (2019)

Affordable housing

- The majority of respondents agreed that the plan should require 40% of housing to be affordable and include a mix of affordable tenures and size of units. This was considered key to the socio-economically inclusive vision for North East Cambridge.
- Whilst there was support for the affordable housing to be spread evenly across the whole site, others considered a different approach may be required for some developments, such as off-site contributions toward affordable housing.
- Several respondents felt that the agreed proportion of affordable units should be strictly adhered to and enforced with no reduction allowed for viability issues.
- There was general support for an element of the affordable housing provision at North East Cambridge to be aimed specifically at essential local workers and for a proportion of the overall development to provide some custom build opportunities; however, one respondent considered North East Cambridge not to lend itself to this type of development stating such provision would result in a lack of design cohesion for the area.
- Most respondents felt that provision of affordable housing was important. Some emphasized the need for this to be subject to viability; others were concerned about developers using the viability argument to avoid provision, and the need for the council to enforce the affordable housing requirement. The private rented sector was mentioned as an area where a different approach might be needed other than providing traditional on-site affordable.
- Other responses included: social/affordable rent should be provided elsewhere; 40% affordable housing should be applied to site as a whole, subject to viability; the need for social/affordable rent for local families; the need for affordable housing for science park workers; need for affordable housing to be genuinely affordable; and the need for an overarching long term vision in relation to affordable housing

How your comments have been taken into account

- The policy requires 40% of major residential developments to be affordable, in line with the adopted Local Plan (2018) standards. It provides specific detail on the affordable tenures including social and affordable rent.
- The policy sets design criteria to ensure that new affordable homes are of the highest standards and are designed to reduce their operational costs to support those living within them.
- The policy also requires early engagement with the Councils to secure new affordable housing based on the most up to date evidence of need.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan were:

- level of affordable provision required
- securing truly affordable housing and a mix of housing tenures
- importance of considering viability, and the need to balance affordable housing with other factors
- implications of Build to Rent on delivery of affordable housing, in particular the requirement for non-Build to Rent schemes to make up any shortfall in affordable housing
- affordable housing needs to be integrated throughout the development

Comments generally supported the provision of affordable housing, particularly ensuring that it is genuinely affordable housing, but some expressed concern that it is unclear whether 40% affordable housing is viable due to lack of evidence. There were also comments proposing that both higher and lower levels were required. Evidence of the viability of the proposed housing tenure mix, and the provision of 40% affordable housing when considered alongside other factors, was also sought. Comments expressed concern for the requirement for other schemes to make up the shortfall in affordable housing from Build to Rent schemes.

Comments expressed support for:

- affordable housing being informed by the context of local rent levels, house prices and local incomes and that genuinely affordable housing linked to incomes rather than market values should be encouraged.
- affordable private rented homes as part of Build to Rent developments being targeted to meet local worker need.
- the 40% requirement (subject to viability testing) being applied to the NEC AAP as a whole.

- this site being an important opportunity to provide a significant amount of new housing to meet urgent need of Cambridge and surroundings.
- providing housing in and around Cambridge that is affordable to as many people as possible, so that people can live close to work and through homeownership access the security and long term stake in the community.
- minimum of 60% of affordable homes being for social or affordable rent.

Examples of supportive responses included:

- “The acknowledgement that in order to be genuinely affordable the provision of affordable housing must be informed by the context of local rent levels, house prices and local incomes is welcomed. … housing in Cambridge is unaffordable for the majority of workers, especially those on lower to middle incomes and as such genuinely affordable housing linked to incomes rather than market values should be encouraged.”
- “Subject to viability testing, the 40% requirement is supported in terms of being applied to the NEC AAP as a whole.”
- “I applaud 'genuinely affordable' council & social housing and mixed private/social housing developments”
- “council and social housing stock is a vital part of the housing market, and therefore welcome the goal for a minimum of 60% of the affordable homes to be social/affordable rent. These homes must remain as social housing in perpetuity and not be sold to private landlords, as has happened to too much of Cambridge’s social housing.”

Concerns and issues raised by responses included:

- encouraging the Councils to consider the provision of housing tenure types suitable to meet the needs of hospital and NHS workers.
- importance of viability, and the need to balance provision of affordable housing with the heavy infrastructure and remediation costs. Need mechanisms in place to ensure developers do not use viability to reduce affordable housing provision.
- that requiring other schemes to make up the shortfall in affordable housing from Build to Rent schemes misunderstands the contribution Build to Rent makes to housing supply. The Councils must take a more nuanced approach to housing tenures.
- support for the policy as drafted but would like it to include the recognition of the role of affordable routes to homeownership referred to in the topic paper and suggest it would benefit from additional flexibility to vary tenure mix due to the complexity of the site.
- lack of viability evidence and therefore unclear to what extent the costs of remediation and land assembly have been accounted for in setting the level of

affordable housing that is viable. Important issue because if the 40% required cannot be achieve, the 3,200 dwellings this equates to are unlikely to be able to be provided elsewhere.

- level of provision of Build to Rent, which is a relatively untested product within Cambridge and therefore likely to achieve lower land sales values, and how this has been considered in the viability review.
- how applicable the Build to Rent research is to Cambridge, as the document referred to is not published, and therefore unclear on assumptions for likely take up and impacts on viability and therefore delivery of affordable housing.
- affordable housing should have the same or better cycle parking provision than other tenure types.
- that there is no justification for 40% of new homes being affordable – almost all the new jobs in the area will be high value knowledge based jobs, and if these jobs cannot afford market housing then we have a housing catastrophe.
- attempting to deliver 40% affordable homes will take all the development gain, making it harder to deliver the necessary transport improvements and high quality buildings. Affordable housing should be much less (10-20%).
- that the proposals will provide affordable homes to rent but not to buy, whether key workers could live here, and that affordable home ownership should be enabled.
- should increase the percentage affordable housing / should seek 50% affordable housing.
- should follow Goldsmith Street Norwich which offers a good example of social housing which meets Passivhaus standards at a human and attractive scale and density.
- environmental improvements will only help if the housing is actually affordable and people do actually end up living near their jobs.
- hope that the buildings nearer the A14 are not just kept for more affordable housing, as the noise pollution would deem them less desirable, and that affordable housing should be integrated within the development.
- that the proportion of social / affordable rent homes should be increased from 60%, as this only amounts to 1,920 homes. Without this NEC will be dominated by commuters on London salaries.
- that a higher proportion of affordable homes should be provided as the development site includes publicly owned land.
- needing to be clear what is meant by affordable.

Examples of representative comments included:

- “The Policy also recognises that Build to Rent Schemes deliver fewer than 40% affordable homes, and that this shortfall needs to be made up for by other schemes coming forward in North East Cambridge. This fundamentally

misunderstands the contribution BTR makes to housing supply in Cambridge and the LPA must take a more nuanced approach to housing tenures."

- "The consultation states that around 40% of new homes will be genuinely affordable, with 'affordable' rents defined as 80% of market rates. We welcome these measures but would like to see more ambition. … calls for 50% of new homes built to be truly affordable. I believe a suitable definition of 'affordable' for Cambridge would be around 65% of market rents."
- "There is no justification for affordable housing being 40% of the new residential homes. Almost all the new jobs in the area will be high value knowledge based jobs - if these jobs can't support market price housing then we don't have a housing crisis we have a housing catastrophe. As such, with 40% affordable, there is a real risk that large parts of the housing stock will be allocated to people not working in the local area, increasing the amount of commuting both in and out."
- "Will the jobs be suitable for people who will live in the neighbourhood? Can key workers live there? Is shared ownership really a good idea for 'affordability' - doesn't it hinder people's flexibility?"
- "The definition of 'affordable' is not clear."

How your comments have been taken into account

Affordable housing is defined in the Glossary of the NPPF as "housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers)" and there are a variety of different types of affordable housing such as affordable housing for rent, starter homes, discounted market sales housing, shared ownership, and First Homes. At North East Cambridge, the Councils are seeking a mixture of affordable housing tenures to meet the needs of a variety of household incomes, including those of local workers, and to create a balanced and mixed community. The proposed affordable housing tenure mix takes account of Cambridge and South Cambridgeshire being identified by the Government as areas of high affordability pressure, whilst also recognising the requirements set out in national planning policy and guidance for affordable home ownership and First Homes.

The Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (GL Hearn, 2021) estimates the need for affordable homes in each local authority area and collectively across the housing market area. The study recommends that the local authorities should continue to seek as much affordable housing delivery as viability allows. Therefore, as a site providing a significant number of new homes, it is important that North East Cambridge contributes towards meeting the affordable housing need in Greater Cambridge.

The Councils have assessed the viability of requiring 40% affordable homes across the whole of the development, while taking account of other policy requirements.

Since the publication of the draft AAP, the Councils have approved Annex 10 and Annex 11 of the Greater Cambridge Housing Strategy 2019-2023 which set out the Councils expectations in terms of how affordable homes should be clustered and distributed within developments, and their expectations on rents to ensure that they are kept at affordable levels. These annexes have been recognised in Policy 13b: Affordable housing. Affordable homes are also required to be designed so that they are indistinguishable from other tenures of housing, and this is set out in Policy 13a: Housing provision.

Consideration of the relationship between the provision of affordable housing and the delivery of Build to Rent developments is covered in the response to Policy 13c: Build to Rent.

Policy and its supporting text have been updated to set out a revised affordable housing tenure mix taking account of changes to national planning guidance, and to provide clarity regarding the Councils intentions relating to the provision of affordable homes, and the requirements for these affordable homes within the AAP area.

Summary of changes to the policy

Policy has been amended to improve its effectiveness, and to take account of updated evidence. Changes include:

- Updated tenure mix (including First Homes);
- References to the Councils' Housing Strategy, including in relation to setting affordable rents, and clustering and distribution of affordable housing;
- Viability should be considered in accordance with NPPF (2021) paragraph 58.

Policy 13c: Build to Rent

What you told us previously at Issues and Options (2019)

Build to Rent

- Whilst there was some support for including Build to Rent as part of the wider housing mix across North East Cambridge, others urged caution suggesting this sector should be discouraged as it could drive up house prices in the area, serving only to benefit developer profits rather than the local community.

- Several comments suggested involving a local housing association and/or Local Councils to manage Build to Rent provision, including any associated

facilities, services and amenities. This approach would ensure any Build to Rent schemes contribute towards creating a mixed and sustainable community.

- One respondent felt that more evidence was needed about the current demand and need for Build to Rent housing in the locality.

How your comments have been taken into account

- The Councils have commissioned research to understand the Built to Rent market and demand across Greater Cambridge and the wider housing market area. Whilst this evidence has suggested a strong demand for Build to Rent homes, the preferred approach is to ensure that no placemaking or good growth objectives are compromised by bringing forward a significant number of Build to Rent schemes at North East Cambridge. This will be achieved by managing the overall number of Build to Rent units within the AAP area and careful consideration of their distribution across the area.

- The policy makes provision for longer term tenancies offering housing security and reassurance for occupiers as well as a longer-term stake in North East Cambridge for new residents. Maintaining high management standards and ensuring all Build to Rent schemes include affordable provision is key to achieving the mixed, inclusive neighbourhood vision for North East Cambridge.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan were:

- welcome that Build to Rent developments are recognised as providing housing choice, and targeting Affordable Private Rent homes to local workers
- questioning restriction / limit on the amount of Build to Rent
- the definition of a local worker should be expanded to include other major employment locations that are accessible by sustainable transport options
- relationship between Build to Rent and Housing in Multiple occupation

Comments generally supported the inclusion of Build to Rent within North East Cambridge and targeting Affordable Private Rent homes to local workers, but comments did not support the inclusion of a cap on the amount of Build to Rent that can be provided and respondents questioned the evidence for this. Comments also suggest that the definition of local worker should be extended to include other major employment locations that are accessible by sustainable modes of transport.

Comments expressed support for:

- distribution of Build to Rent across the whole area.
- Affordable Private Rent within Build to Rent developments being targeted at local workers, as it recognises the challenge many people have in affording market rents.
- aims of policy and recognition that Build to Rent developments can play an important role in providing choice in the housing market.

Examples of supportive responses included:

- “Welcome distribution of BTR across developments.”
- “The expectation in Policy 13d that developments including affordable private rent as part of their affordable housing allocation demonstrate how these homes will be targeted to meet local worker need is welcomed.”
- “support the aims of Policy 13c and the recognition that BtR developments can play an important role in providing overall housing choice within North East Cambridge.”

Concerns and issues raised by responses included:

- that the definition of local workers should be extended to pick up other major employment locations accessible by sustainable modes of travel, for example Addenbrooke’s Hospital and Biomedical Campus.
- that maximum Build to Rent is too low and questioning rationale for artificially limiting amount of Build to Rent, given the role it could play in delivering high quality rental accommodation and the need to recognise appeal to global audience that want to rent. The amount of Build to Rent should be market driven.
- unsure if proposals for breaks in tenancies are commercially acceptable.
- that 10% maximum (800 units) is arbitrary and not supported by evidence, and the AAP should remain flexible in order to respond to change.
- Cambridge private rented sector is unique and characterised by young adults in professional or senior occupations, rather than students, and this area provides an opportunity to provide build to rent in a sustainable location.
- significant benefits from Build to Rent developments as highlighted in Homes for Londoners – Affordable Housing and Viability SPG (2017). Confirms that pepper potting is the wrong approach.
- that Councils need to undertake more research to inform the AAP and recognise the contribution Build to Rent can make in this location.
- Cambridge North site is optimal location for build to rent within this site.
- lack of control over Brookgate.
- is it appropriate to make all the Build to Rent homes Houses in Multiple Occupation?

- Consideration should be given to a co-housing development like K1 at Orchard Park.

Examples of representative comments included:

- “the definition of local workers should be extended to pick up other major employment locations which could be accessed by sustainable modes of travel, including Addenbrooke’s Hospital and the Cambridge Biomedical Campus”
- “question the rationale of artificially limiting the amount of Build to Rent accommodation as set in Policy 13c. This should be market driven, and has the potential to provide a significant amount of housing, including discount private rent suitable for working people.”
- “it is proposed that no more than 10% of the total housing across the Area Action Plan should be Build to Rent, i.e a maximum of 800 homes across North East Cambridge. This approach is fundamentally flawed. The 10% cap is an arbitrary number and is not supported by evidence.”
- “The approach others are taking, such as the Greater London Authority, demonstrates a greater understanding of the economics of BtR. More research needs to be undertaken by the Councils to inform the NEC AAP and to recognise the contribution that BtR can make in this location.”
- “Is it appropriate to make the build to rent homes all HMO? (We are not sure this is correct, but it was voiced.)”

How your comments have been taken into account

Build to Rent homes are new build self-contained houses or flats that are specifically built to be rented out, and the whole development is owned and managed by a single landlord. Houses in multiple occupation are houses that are shared by more than one household, where each household has their own bedroom but facilities such as bathrooms and kitchens are shared. Co-housing developments provide self-contained houses or flats, with communal shared spaces outside of the home. Within the North East Cambridge AAP area, Build to Rent homes, Houses in Multiple Occupation, and co-housing developments can all be brought forward, but a development is unlikely to combine them.

The Councils recognise that Build to Rent developments contribute to the delivery of balanced and mixed communities, however, they also recognise that these developments are unlikely to deliver 40% affordable housing. To enable the Councils requirement for 40% affordable homes to be delivered across the development, the implications of Build to Rent developments delivering a lower percentage affordable has to be considered. The higher the proportion of Build to Rent delivered (with lower than 40% affordable housing provision), the higher the percentage affordable

housing that would be needed on the non-Build to Rent developments to deliver the site wide requirement. With a 10% limit on Build to Rent developments as part of the overall dwelling mix in NEC, the non-Build to Rent developments are likely to only be required to increase their affordable housing provision by a few percent, whereas with increased amounts of Build to Rent homes, the increase in the affordable housing provision on other developments would be more significant.

An over concentration of Build to Rent homes within this area would have negative implications for placemaking and the delivery of infrastructure. A variety of housing tenures need to be provided to deliver the Councils' objectives for placemaking and creating a balanced and mixed community. Build to rent schemes are based on a different financial model to conventional for-sale housing, which has implications for their ability to afford significant up-front contributions towards social and physical infrastructure needs. If Build to Rent was to make up a significant portion of the housing within NEC, alongside the 40% affordable housing requirement, this would place the burden for infrastructure costs on a reduced level of for-sale housing, putting the overall viability of the AAP at risk.

Although the Councils have set a limit on the number of Build to Rent homes, these will not be the only private rented sector accommodation provided in this area. Some market homes for sale are likely to be rented out.

Consideration of the definition of local workers for the purposes of the NEC AAP is covered in the response to Policy 13d: Homes for local workers. Community led housing developments, similar to the self build co-housing scheme at Marmalade Lane (K1 at Orchard Park), will be supported as set out in Policy 13e: Self and custom build housing.

Since the publication of the draft AAP, the Councils have published several evidence base studies relating to Build to Rent, and the Councils have approved Annexe 9 to the Greater Cambridge Housing Strategy 2019-2023 which provides additional detailed guidance on the Councils' requirements for new Build to Rent developments. The policy and its supporting text have been updated so that they are consistent with the recommendations from the studies and the policy set out in Annexe 9.

Summary of changes to the policy

Policy restructured and additional detail added to make it more effective, including:

- Additional requirement added that any Build to Rent developments should meet the requirements as set out in the Greater Cambridge Housing Strategy Annexe 9: Build to Rent (2021) or successor documents.

- Clarification that homes must meet the accessibility and internal and external space standards set out in Policy 11: Housing design standards.
- Additional requirement that any rent review provisions are to be made clear to the tenant before a tenancy agreement is signed, including any annual increases which should always be formula-linked.

Policy 13d: Housing for local workers

What you told us previously at Issues and Options (2019)

Housing for local workers

- Responses were overall supportive of making provision for local workers in the AAP area. There was a consensus that a need for decisions on whether housing should be tethered to employment should be based on evidence; need for people to be able to live and work locally; and housing should be genuinely affordable and available to lower paid and local workers, including those on the housing register.

How your comments have been taken into account

- The policy sets out that a proportion of new affordable homes be made available for local key workers to address local housing needs. This would help achieve a mixed and balanced community which would also help to support the local economy.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan were:

- support for providing opportunities for local workers, but also that the majority of homes should be for key workers, and that local people should not be pushed out of the area

- the definition of a local worker should be expanded to include other major employment locations that are accessible by sustainable transport options

Comments generally supported the policy, but highlighted that homes should also be provided for a range of local people and that the definition of a local worker should be extended to include other major employment locations that are accessible by sustainable modes of transport.

Comments expressed support for:

- affordable private rented homes as part of Build to Rent developments being targeted to meet local worker need.
- the potential for land at Cambridge North to provide key worker accommodation for healthcare workers.
- importance of giving people opportunity to live near their workplace and travel to work without driving.

Examples of supportive responses included:

- “The expectation in Policy 13d that developments including affordable private rent as part of their affordable housing allocation demonstrate how these homes will be targeted to meet local worker need is welcomed.”
- “In giving people a place to live which is hopefully near their workplace this may be beneficial.”

Concerns and issues raised by responses included:

- that the definition of local workers should be extended to include other major employment locations with essential workers on lower to middle incomes, for example Addenbrooke’s Hospital and Biomedical Campus.
- policy wording should recognise that genuinely affordable housing is a city wide issue and that all growth locations should support the delivery of high quality, accessible and affordable housing, across a range of tenures.
- that more needs to be done to achieve the aims of the policy – cheaper rents is not the same as affordable housing.
- that people who grew up in the area should have the opportunity to stay in the area and not be pushed out.
- doubtful that Science Park employees will live in this new area.
- that people living and working in the area is pie in the sky thinking / does not work in reality.
- that the majority of new homes should be for key workers.

Examples of representative comments included:

- “the definition of local workers should be developed further to capture other important employment locations with concentrations of essential workers on lower to middle incomes, including Addenbrooke’s Hospital and the Biomedical Campus”
- “For local workers, a lot more needs to be done if you want to achieve this. Cheaper rent is not the same as affordable housing. Why not help kids who grew up here, be able to buy here and live close to their families? Instead of pushing out people who don’t fit what you are looking for”
- “Many of these commuters are ‘key workers’- nurses, teachers, care workers, public transport workers, delivery drivers, cleaners, academic staff and public servants. … I feel very strongly that the majority of new homes should be for key workers in middle-income and poor households.”

How your comments have been taken into account

The policy seeks to secure a variety of homes for local workers on a variety of incomes, either through the allocation of affordable homes to local workers or by local employers block leasing new Private Rented Sector homes for their workers. Providing homes for local workers within the site will contribute towards achieving the site wide ambitions of low car ownership and reducing trips by road, but will also reduce living costs associated with commuting to work.

However, it is important to ensure that a variety of housing tenures are provided at North East Cambridge so that the homes on this site will be available for a mix of residents. Seeking a mix of housing tenures will deliver a mixed community that accords with the Councils vision for “North East Cambridge to be an inclusive, walkable, low-carbon new city district with a lively mix of homes, workplaces, services and social spaces, fully integrated with surrounding neighbourhoods” and national planning policy that sets out that as part of achieving sustainable development a sufficient range of homes should be provided to meet the needs of present and future generations.

The AAP does not set out a specific definition for a local worker, but it is considered broadly to be someone that serves the residents and businesses of Greater Cambridge, and the eligibility criteria for each development within the AAP area should be agreed through a legal agreement and / or Local Lettings Plan.

Summary of changes to the policy

Amendments to provide clarity regarding the Councils intentions relating to the provision of homes for local workers, and the requirements for these homes within the AAP area.

Policy 13e: Self and custom build housing

What you told us previously at Issues and Options (2019)

Custom Build

- Responses on custom build were generally supportive. Respondents stated the need for better evidence to understand need, demand and viability. They also suggested that this might provide an opportunity to maximise variety and interest, but stated that these would need to adhere to the standards of being low or zero carbon homes and of high design standards.

How your comments have been taken into account

- A level of custom build is being included to enable North East Cambridge to respond to custom build need. This housing provision will be not be exempt from sustainability policies, and will need to contribute towards delivering the vision and strategic objectives of the AAP.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan were:

- more ambitious self and custom build requirement needed
- need to provide support for group custom build, such as co-housing

Comments seek greater aspiration for amount of custom finish that should be sought and for the policy to include support for group custom build (for example co-housing).

Comments expressed support for:

- the AAP including policy support for group custom build (such as cohousing).

Examples of supportive responses included:

- “policy support for group custom build (i.e. cohousing) would be welcomed”

Concerns and issues raised by responses included:

- that greater than 2% of ‘custom finish’ should be achievable and a higher aspiration should be sought.
- Need to provide space for self-build communities.

Examples of representative comments included:

- “greater than 2% of ‘custom finish’ should be achievable, particularly as the industry innovates over time. A higher aspiration would be welcomed.”

How your comments have been taken into account

North East Cambridge should contribute towards meeting this demand by requiring the provision of self and custom build homes.

In light of the demand from the Councils Self and Custom Build Register, the recommendations set out in the Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (GL Hearn, 2021), and comments received on the draft AAP, the Councils have revised the policy to require 5% of all new homes on developments of 20 dwellings or more within the AAP area to be brought forward as self or custom build homes. These homes could be either self or custom build,

however given the high density of development planned for North East Cambridge it is expected that they will be provided as custom build or custom finish homes.

Recognising that the demand for self and custom build homes will vary over time, the Councils have amended the policy to allow any self or custom build homes that have not been taken up after 12 months of appropriate marketing to be delivered without the requirement.

Community led housing developments, including self build co-housing projects such as Marmalade Lane, will be supported at North East Cambridge. The policy has been updated to clarify this.

Summary of changes to the policy

Requirement increased from 2% to 5% of all new homes on developments of 20 dwellings or more within the AAP area to be brought forward as self or custom build homes.

Clarification that after an appropriate marketing period any self or custom build homes not taken up can be delivered without the requirement.

The policy and supporting text have also been updated to clarify that community led self or custom build developments will be supported.

Policy 13f: Short term/corporate lets and visitor accommodation

What you told us previously at Issues and Options (2019)

Short term/corporate lets and visitor accommodation

- You commented that should the development provide high numbers of short-term lets the area may lack a sense of place.

How your comments have been taken into account

- The proposed policy restricts rental uses such as Airbnb that involve the loss of residential units and will allow purpose-built serviced apartments to provide for corporate lettings that might otherwise occupy a residential unit.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan were:

- Concern for the dominance of mainly investors instead of homeowners, and/or increase in private landlords and Airbnb rentals
- Airbnb and rental units will not attract people to live in the area e.g. creation of weekend-only occupation of flats / unbalanced community with a lack of perceived safety and resulting effects on mental health (e.g. 'brothels') and increased crime
- Impact on affordable housing delivery
- Concern over physical design of visitor accommodation (including accessibility)

Comments, including those which were neutral or disagreed with the question, mostly agreed with the overarching aims and principles expressed in the Area Action Plan vision but expressed varying degrees of concern about whether the detail in the Plan would actually match up to the ambition. There was clear evidence that respondents understood the need for some provision for visitor accommodation in the area but were concerned with how the plan proposed this should be provided.

Comments expressed support for:

- The need to provide housing for the community rather than for investors to rent out for visitor accommodation or Airbnb's.
- Need to limit Airbnb's so that a sense of community develops in North East Cambridge.
- Requirements for visitor accommodation to be located within district centres to enable accessibility.

Examples of supportive responses included:

- "The redevelopment should have restrictions to ensure the low-cost housing does not become Air BNB housing stock and actually addresses the social housing needs of the local people with a relationship to North Cambridge villages and the City".
- "Policy 13f includes criteria for new short term serviced/visitor accommodation. It is noted that the criteria include requirements for such accommodation to demonstrate need, to be located within district centres or business parks, and to be accessible by sustainable modes of transport. The approach towards short term serviced accommodation is supported. The redevelopment of the Barr Tech site could include short term serviced accommodation, and it is located within the Cambridge Business Park area, close to the proposed District Centre, and it would be accessible my sustainable modes of transport including Cambridge Guided Busway and Cambridge North Station."

- “Proposals for short-term/corporate lets and visitor accommodation should promote sustainable modes of transport. This could include cycle hire schemes or pool bikes, the provision of cycle maps and the inclusion of shared tool stations”.

Concerns and issues raised by responses included:

- Developers will invest in the high-density housing proposed for their own gain and profit, at the cost of the local and new community living there.

- Concern that the area will become an area of crime, poverty and inner-city ‘ghetto’.

Examples of representative comments included:

- “The type of housing proposed, high density in blocks, will only appeal to investors, private landlords and Air B and B investors. The developers will not mind this as they will make their profit but Cambridge and its future will suffer. There is a danger of creating an inner city "ghetto" where the people employed in Cambridge will not aspire to live”.
- “There are far too many hotels and student accommodation of bland, basic and singularly uninspiring and unattractive design”.
- “Drawing a comparison with Eddington, Darwin, Aura, Trumpington and other new developments of the city, the North East development appears to confuse the 'co-existence' of workspace, industrial space and homes with creating an uncomfortable juxtaposition of shopping/public 'centres' and homes. This means in reality that the 'affordable' homes (which are not affordable when one compares current average wages and the sale prices of the homes in Darwin and Eddington) are simply 'undesirable'. This risks the 'affordable' housing being purchased by investors, and given over to profit-making rental rather than creating a homely and inviting feel to the area”.

How your comments have been taken into account

Allowing visitor accommodation at North East Cambridge will contribute towards the functioning of the area and the visitor economy of Greater Cambridge, and therefore it is appropriate for the Area Action Plan to support the principle of visitor accommodation being provided. However, reflecting concerns raised in comments received, appropriate policy needs to be in place to ensure that the provision of visitor accommodation and short term lets does not prejudice the creation of a balanced and mixed community. The policy seeks to provide a framework to ensure issues can be appropriately considered when planning applications are being considered.

Summary of changes to the policy

Amendments to policy and supporting text to improve its effectiveness, including that conversion of existing residential uses to visitor accommodation must also consider cumulative impacts on a local area's character or community cohesion.

Policy 14: Social, community and cultural infrastructure

What you told us previously at Issues and Options (2019)

- You supported the provision of community and leisure facilities that encourage social inclusion.
- You suggested that North East Cambridge could provide high-quality public spaces for cultural and community-led events throughout the day and in the evenings. Comments told us that spaces should be multi-functional and accessible to encourage community connectivity with open space to support health and well-being in North East Cambridge.
- Comments suggested that the inclusion of existing educational facilities surrounding the development e.g. Cambridge Regional College (CRC) would be important and could be utilised as an opportunity for education intensification.
- Many comments were in support of providing a range of community and cultural spaces in flexible, small and large facilities. Generally, meeting spaces such as local libraries, community meeting points and multi-functional flexible spaces are supported.
- Comments raised the need to provide a range of education facilities including specialised and essential education with the consideration of a secondary school on-site. Comments also noted that education provision could be meet both on and off-site.
- There was support for including performing arts and creative spaces integrated in mixed-use facilities to meet the needs of community theatre groups.
- Many comments supported the need for access to health care facilities such as a doctor's surgery or pharmacy. Some comments suggested the need to connect with existing facilities such as the Shirley School and Health Centre on Nuffield Road to ensure coverage of North East Cambridge and surrounding areas.

- Comments reflected the need to provide formal and informal recreational areas for various ages and abilities to use, with child-friendly facilities positioned in walking distance of the surrounding areas. A youth or community centre was supported to ensure the local community had meeting points and a place for events to take place.
- Some comments supported the importance of creating accessible spaces without having to travel off-site for these facilities.
- Comments raised the need to create better links to the existing facilities including Cambridge Regional College Sports Centre and Milton Country Park.
- Comments highlighted the need for nurseries, schools, health facilities, libraries, community centres and other facilities in order create a thriving community where new provision is safe, attractive and of high-quality with building designs contributing to the feeling of open space.

How your comments were taken into account

- The proposed policy facilitates the opportunity to provide a mixed-use flexible site contributing to the sense of community in the area. The Area Action Plan provides a range of facilities including primary services, high-quality public spaces and community facilities that reflect the needs of the local area and encourages social cohesion.
- The Area Action Plan will provide a variety of services including schools, health centres, libraries, day care and nurseries and community amenity spaces. Facilities will include both formal and informal spaces to allow for flexible use and changing requirements over the long term and support a range of needs including arts and performance, cultural activities and as a place of worship.
- The policy and wider Area Action Plan encourages accessibility and connectivity to surrounding existing facilities while providing spaces that can function throughout the day and in the evenings.
- A Cultural Placemaking Strategy has been prepared to provide an understanding of what community facilities are needed to ensure that the emerging and existing communities are supported.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- Strong support the vision to include a vibrant hub of activity with a range of community and cultural facilities e.g., arts hub
- Concern that the provision of health facilities, medical centres, dentists, general practitioners is too low (including care for older people in the form of a care home or sheltered accommodation)
- Support for facilities to be well-located e.g., near to homes, schools, and can be easily accessed via bicycle or on foot
- The provision of secondary schools is insufficient with not enough justification as to the safeguarding of land
- The provision of places of worship is too low
- The policy should ensure integration of surrounding communities to allow the development of the area and to support the existing community
- The policy should provide community safety elements e.g., police station, youth centres and youth workers.

Comments, including those which were neutral or disagreed with the question, did not object to the principle of providing social, community and cultural infrastructure. There was clear evidence that respondents understood and supported the need for social, community and cultural infrastructure in the area. However, many were concerned about the need to provide operational facilities early in the development process, allowing for a range of uses, users (including workers not just residents), throughout the day and outside of normal working hours. Comments also highlighted that there was too little provision of designated facilities e.g., a community hub (with communal kitchen), health facilities, nursery, major venues for music, gyms, a library, community gardens (to allow for food growing), market stalls.

Comments expressed support for:

- Community facilities including a library and Arts Centre
- The vision to create new schools, doctors' surgeries and community amenities
- Opportunity for new infrastructure to benefit existing and new communities
- The Cultural Placemaking Strategy
- Exploration of the opportunity to offer community spaces to other users outside of normal working hours
- Adequate provision of facilities for indoor activities.

Examples of supportive responses included:

- "Support building additional homes for everybody with in CB4 area which must include all infrastructure such as schools, medical centres and facilities for ensuring everyone can keep healthy and fit including green outdoor spaces, swimming pools and gyms".
- "I am really interested to see the balance between the new homes and the new schools and new doctor surgeries, etc".
- "We welcome the reference to new social infrastructure (including schools) to be required to meet the needs of existing and new communities".

- “Welcome broad range of community infrastructure proposed, particularly visual & performing arts hub (though the evidence base is perhaps a little weak) and community garden. Also, the co-location of facilities and services which would help to provide additional gravity to the Cowley Road centre”.
- “The inclusion of additional social, community and cultural facilities within the North East Cambridge area is supported”.
- “The NHS Cambridge and Peterborough CCG would welcome the opportunity to engage further with the Greater Cambridge Partnership to discuss the level of need and the timing / phasing of delivery as part of the Plan making and application process”.

Concerns and issues raised by responses included:

- General lack of provision of community services and infrastructure specifically, community centre, arts hub, place of worship, library and a nursery
- Lack of provision for older people e.g., care home / GP’s / centres
- Lack of provision of secondary school on site as there will be large populations living here, with children growing up and needing a school
- Worries surrounding the need to integrate surrounding communities throughout the process
- Lack of consideration for a youth centre or on-site community development
- Worry for the removal of current local facilities (R P Fitness) on Nuffield Road industrial estate that may not be provided as part of new development.
- Should schools and health facilities be located on the Core Site?
- Many comments on the insufficient evidence for safeguarding of land for secondary school / off-site provision / co-location strategy
- Lack of provision of places of worship to provide for community’s needs
- Lack of provision for older people

Examples of representative comments included:

- "While the commitment to building a healthy community is welcomed, explicit provision must be made for health care infrastructure proportionate to the level of development proposed. Bullet point four should be reworded to explicitly mention health care provision as follows: “It will provide a significant number of new homes, a range of jobs for all, local shops and community facilities, including appropriate health care infrastructure”".
- “Firm integration with surrounding communities to allow them to develop in addition to the new community is so important. King's Hedges, particularly, has so few amenities (shops, pubs, cafe etc)”.
- “The provision seems vague and imprecise and dependent on numerous other unspecified factors. Community facilities must surely be an essential foundation for these new communities, otherwise too much pressure will be placed on already over-subscribed schools, health centres and exercise facilities in the already highly populated area of Cambridge. There is provision

for a library and a community centre, a GP surgery but not currently for a secondary school for a new suburb the size of Ely".

- "What measures has been taken to make sure the hospital services are not overwhelmed with increase in local population?"
- "There is no provision for a gym in the proposal. The current proposals will remove R P Fitness on Nuffield Road Industrial Estate. A similar gym should be included in the new development. Physical activity is an important part of developing a lively community".
- "I don't like how the traveller communities on the East side of the railway line is being ignored. The boundaries of the Area Action Plan have clearly been chosen to exclude them. Do we not value social mobility and the opportunity for those who already live there to be able to work in the science park?"
- "Where will this huge number of residents work, shop - especially for food - visit health professionals, go to school or nursery, swim and keep fit, go to borrow books and spend their leisure time?"
- "Where will older residents live - will there be homes for them amongst those for younger families - and what about purpose-built care homes for our much older residents?"
- "There is a noticeable lack of facilities within the west of the site which will remain a business-led Science Park with no housing or even a concert venue (which could double as a conference venue). This will mean it will remain quiet at night and may feel unsafe for people walking and cycling".
- "The plan is not explicit about what exactly an 'arts hub' would consist of. I would hope it contained a gallery/exhibition space as well as provision for dance, music, other arts events, etc. What numbers of performers / audience members would be catered for? How would the proposed facilities relate to existing arts venues in Cambridge?"
- "There was talk of a concert hall, which appears to have been abandoned: Cambridge needs more venues like that and the area would be ideal. It would be good to reduce the housing and make way for more community space, which is lacking in North Cambridge".
- "Some of this (e.g. swimming facilities) could be costly and burden shouldn't fall disproportionately on the Core Site".
- "Use of facilities by faith groups should be included in calculations of capacity and provision".
- "Policy 14 as currently drafted only provides policy support where there is recognised 'local needs'. This is overly restrictive and does not align with the objectives of the NPPF which is to take a proactive, positive and collaborative approach to ensuring that a sufficient choice of school places is available to meet the needs of communities and that LPAs should give great weight to the need to create, expand or alter schools to widen choice in education (paragraph 94).
- "We have concerns that the size of site safeguarded at NEC is inadequate to allow for a secondary school to be developed in the future to meet the County Council's standards, should on-site provision be required".
- "Provision for older people is mentioned - there needs to be provision in the form of a care home and sheltered housing close by shops and medical centre".

How your comments have been taken into account

The provision of social, community and cultural infrastructure at NEC has been informed by the evidence base including the Cultural Placemaking Strategy and the amended Spatial Framework since previous publication of the draft AAP. The new Spatial Framework has been amended the reflect revised floorspace designation for residential and non-residential uses, as well as setting out where new centres will be located within the AAP area. The amendments alongside this policy, intend to support the day to day needs of those living, working and visiting the area through provision of retail, community, health, sport, education and cultural facilities.

The range and number of facilities have been considered alongside the centre designations in Policies 10a-e, Policy 8: Open space for recreation and sport, Policy 15: Shops and local services. Other policies within the AAP support the need for early provision of social and community facilities including Policy 23: Comprehensive and Coordinated Development and Policy 27: Planning Contributions. This will ensure that a develop a balanced, mixed, and sustainable community is facilitated as well as supporting a number of the strategic objectives of the AAP.

Policy 14 and its supporting text has been updated to reflect the changes to the needs of the emerging and existing communities based on the amended housing mix in the updated spatial framework. The policy clarifies wording to reflect the need for early provision of social and community infrastructure in the development process and ensures that the facilities are available for a range of users/uses.

The amended policy provides further clarification to the range of on-site social and community infrastructure. This includes inclusion of the outdoor courts provision standard reflecting the Cambridge Local Plan 2018, due to the importance of this being met on site where practicable. The safeguarded land for a secondary school has been removed from Policy 14 to reflect the assumed housing mix in the Education Topic Paper stated by the education authority and the updated spatial framework. The policy amends the wording to clarify the safeguarding of a third primary school if required in the future. The other on-site provision of a health hub has been clarified.

Summary of changes to the policy

Amendments to reflect the changes to the needs of the emerging and existing communities based on the amended housing mix in the updated spatial framework.

Amendments to make the policy more effective including to require timely delivery to support needs for a range of users, and requirement for early engagement with infrastructure providers.

Updates to the range of on-site social and community infrastructure.

Inclusion of outdoor courts provision standard.

Requirement for sports strategies to be submitted with proposals included within policy rather than supporting text.

Additional information regarding on-site provision of a health hub in the supporting text.

Additional wording for safeguarding of a third primary school and removal of wording for safeguarding a secondary school.

Policy 15: Shops and local services

What you told us previously at Issues and Options (2019)

- You supported the need to provide a wide range of shops including flexible unit spaces that will attract local business and create an attractive place to live and visit.
- You commented that the Area Action Plan should consider the long-term needs of retail such as the increase in online use.
- You commented that development should include markets and small local trading for local businesses and creative industries, to provide for the local community and increase vibrancy.
- You highlighted the need for the Area Action Plan to provide independent retail units limiting national chains in order to create a unique local centre.
- You told us that you supported the opportunity to provide retail within North East Cambridge, however there was concern with respect to how the assumption of low car use will impact the parking need for retail facilities.

How your comments were taken into account

- The preferred policy encourages retail as part of the land use mix to be provided within North East Cambridge. It directs these to district, local and neighbourhood centre locations that are highly accessible to residents, workers, and visitors to the area.
- The Area Action Plan has considered local needs and demand for retail and reflects the rising use of online retail purchasing.
- Comments and concerns regarding car parking and servicing are addressed through the other policies of the Area Action Plan.
- Reflecting your comments, Policy 10b: District Centre states that the district square should provide space for market stalls to trade.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- Need to review Policy in light of changes to Use Class Order / Class E
- Support for a range of local services, multi-functional community facilities and retail in district, local and neighbourhood centres
- Concern for the change in shopping habits as a result of Covid-19, having impact on the demand for local retail facilities
- Not enough range in provision of retail facilities e.g., cinema, bowling
- Support for accessible designated centres
- Concern for the delivery of local centres in appropriate locations by landowners/developers
- Need to ensure that retail and local centres should be available for people from all socio-economic backgrounds
- Support for the prioritisation of independent retail and hospitality outlets e.g., local cafes including vegan and healthier lifestyle businesses, self-repairing shops for bikes and skateboarding, communal workshops
- Need to ensure existing surrounding retail is still appropriately provided
- Support provision of retail in evening use.

Comments, including those which were neutral or disagreed with the question, mostly agreed with the overarching aims and principles expressed in the Area Action Plan vision but expressed varying degrees of concern about whether the detail in the Plan would actually match up to the ambition. It was evident that respondents understood the need for shops and local services in the area however, there were concerns for the need of provision in light of the Covid-19 pandemic and question surrounding change to the Use Class Order.

Comments expressed support for:

- A range of shops and local services including package-free food shops, independent outlets
- Circular economy in North East Cambridge
- Facilities for markets and local businesses and independent stalls
- Healthcare facilities being separate from multi-functional social facilities e.g., shops or community centres
- Encouragement of sustainable transport methods to retail destinations
- Inclusion of local shops and services in the district, local and neighbourhood centres.

Examples of supportive responses included:

- “All parties wished to see a full range of on-site facilities including a welcoming social space served by attractive independent outlets. It was important that the new community should engage with existing surrounding

communities, so that it would not be seen as exclusive, and should offer 'social gain' to the less fortunate adjacent residential areas, e.g., King's Hedges".

- "I absolutely love it and think you should do it as soon as possible. I live in Milton and work in the Science park so these areas are very key in my life, I would love to have some more shops and social spaces within walking distance of work/home".
- "I believe that the vision for North East Cambridge should be to create a circular economy, where everyone can afford to buy essential goods locally, where money and goods circulate within the local economy rather than flowing outwards to large corporations, and where minimal waste is generated".
- "I welcome the focus on 'creative local businesses' and the provision of space for market stalls. It will be important to provide good facilities with suitable access that meet the needs of traders, learning from experiences in established markets (such as Cambridge Market Square)".
- "There is much to be learnt from Hong Kong…The use of "podiums" providing public space (for shops and entertainment) typically occupying the two lower floors of a multi-storey building works well. Especially where (as in the UK) at times the weather is poor. There doesn't appear to be sufficient provision - or maybe it is not clear - for onsite leisure activity. A cinema, for example".
- "The acknowledgement that healthcare related facilities that cannot be provided in multi-functional community or social facilities premises represent suitable ground floor level uses in the identified centres is welcomed".
- "Camcycle agrees with the proposal to limit the size of retail units so that they do not become a 'destination' for people driving from outside the area or generate the need for a car park...There will probably be a need for further smaller areas of retail outside the main centres to minimise car journeys".
- "The inclusion of additional shops and local services, including a new district centre, within the North East Cambridge area is supported. However, these uses need to be delivered in locations reflective of the land value generated where that it is necessary to facilitate release of land. Lower value uses should not be proposed on the Veolia site".

Concerns and issues raised by responses included:

- Not enough amenity provision in centres
- Concern for change of shopping habits following Covid-19 restrictions
- Use Class Order changes, particularly Class E
- Need to ensure deliverability of units by developers
- Empty units due to Covid-19
- Concern for the delivery of local facilities from landowners and developers
- Concern for the disuse and vacancy of shopping and hospitality units due to Covid-19 and subsequent under-provision of alternative uses.

Examples of representative comments included:

- “The changes to the Use Classes Order whereby previous Business and Retail Uses (and others) are part of a broader Commercial, Business and Service Use Class will require a review of the AAP”.
- “Why does there seem to be no cafe development south of Cambridge North station and near to the towpath and new cycle bridge across the river? This would be a great opportunity, especially if the architects chosen were not the same as the ones chosen for the north east development generally so as to get some more imagination and individuality in the visual appearance of the area”.
- “Covid has turned the country upside down and we don't know what impact Brexit will “have. Many people are now working from home and there is strong indication that this will be a continuing trend. There are currently many under-used or abandoned offices and retail spaces - empty shop fronts etc., even in Cambridge”.
- “Independent shops concept dropped”.
- “What kind of shops will you encourage for the area? It would be a shame if we just had a repeat of the typical UK high street with chain shops and yet more Costa Coffees. It would be good to encourage more independent shops and family-owned businesses”.
- “The intention was to enforce some assurance that independent providers of retail and hospitality would be prioritised. Failure to do this proactively will make the eventual mix bland and lacking in character”.
- “Without carrying out proper research into the changed lifestyles following Covid 19 you cannot know how people will be choosing to live their lives. Restaurants and bars have closed all over the county. shops have closed. Why contemplate building more restaurants that cannot make a living? Why build more shops when so many shops have gone into liquidation as shopping has moved on line? You are in danger of building a ghost town and uninhabited townscape”.
- “Cambridge does not need more workshops and shops within the city limits. Cambridge has no shortage of jobs. People will not want to live and work in an area that will resemble and inner city "ghetto"”.
- “Drawing a comparison with Eddington, Darwin, Aura, Trumpington and other new developments of the city, the North East development appears to confuse the 'co-existence' of workspace, industrial space and homes with creating an uncomfortable juxtaposition of shopping/public 'centres' and homes”.
- “Covid has changed the way we shop, and the results can be seen in the number of retail and hospitality units falling into disuse in our shopping areas. Is there some provision in the plans for alternative use of these spaces? Do we need so many?”
- “These are reasonable concerns but given the number of new people (potential consumers) arriving in the area and the low-car design philosophy, this approach risks undermining the intended vibrant community that is a characterful, lively, mixed-use new district where all can live and work”.
- “It would seem more appropriate to provide a zone of where the local centre might sensibly be placed, and then leave it to respective landowners who, when and how the uses are brought forward”.

How your comments have been taken into account

We have completed further detailed analysis of the retail need and the implications of the revised Use Classes which were last updated on 1 September 2020 (at the time of producing this document). This analysis takes account of the updated baseline data, compiled by the Retail and Leisure Study to inform growth across the whole of Greater Cambridge.

As such, a revised NEC Retail Statement elaborates in much greater detail about the retail need for NEC and how this can be delivered in accordance with the area's vision. These centres, providing a range of shops and services will help support the area's ambition to be as self-sufficient as possible, reducing the need for residents to travel as well as supporting people who work and study in the area. It also explains how the revised number and location of the proposed centres have been tailored to respond to their location and different communities they are expected to serve. While they will all provide convenience shopping, some will also allow for a range of uses which meet the needs of local students and employees not to mention local residents who live beyond the site itself. It should be noted that the floor spaces are ground floor based. Provision for a range of shared community-based services is also intended to be provided, in close proximity to the proposed residential areas, primarily in the district centre on upper floors to make the best use of the land available.

In terms of the amount of retail proposed, there is a slight overall increase of approximately from 7,100 to 7,300. With revised proposed locations for the proposed centres and the introduction of an additional centre, it is difficult to provide a more detailed comparison with the previous draft. The policy will continue to ensure a minimum 30% floorspace of the retail/other centre uses capacity is retained for convenience shopping. This will ensure these centres are able to help local communities meet their day-to-day needs.

In response to the revised Use Classes and the introduction of a much broader category - Use Class E - which includes a wide range of uses from shops, hairdressers and estate agents to community uses and office-based businesses, the policy has been amended to restrict those uses which could potentially undermine the vitality and vibrancy of these centres, if not controlled. The use of withdrawal of Permitted Development rights for new uses in centres has been added to require changes of use to other Use Class E sub-categories to require planning consent. The withdrawal of the permitted development rights should not be interpreted as a default refusal for planning consent to be granted. It will mean that the proposal will need to demonstrate how it will support the role and function of the centre and not adversely affect the centre's character, vitality, and vibrancy. The removal of permitted development rights extends to include Use Class E sub-

categories E(d) Indoor sport, recreation or fitness, E(e) Provision of medical or health services, E(f) Creche, day nursery or day centre and E(g) Business uses not adversely affecting residential amenity. Proposals for Use Class E sub-categories E(d), E(e) and E(f) are expected to be provided as part of the shared community-based services.

As the primary schools at North East Cambridge are located within the District and Local Centres, it is not feasible to create takeaway exclusion zones around the schools, but additional policy wording and supporting text have been added, regarding takeaways and betting shops, which limit the overall amount of provision and ensure they do not become dominant uses, and are sited away from school entrances.

Summary of changes to the policy

Updates to the retail capacity of planned centres (responding to new retail statement).

Additional text to clarify that a retail impact assessment may be required below the threshold where a proposal could have a cumulative impact or an impact on the role or health of nearby existing or planned North East Cambridge centres within the catchment of the proposal.

Clarification regarding the withdrawal of permitted development rights regarding change of use.

Clarification in the policy and supporting text regarding takeaways and betting shops, which limit the overall amount of provision and ensure they do not become dominant uses, and are sited away from school entrances.

Updates to reflect the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).

Policy 16: Sustainable connectivity

What you told us previously at Issues and Options (2019)

- You supported the inclusion of healthy towns principles, ensuring health and wellbeing through site design and including well designed green spaces and paths for walking, cycling and horse riding for mobility, recreation, exercise, offering visual interest and the opportunity to connect with nature and integrate with public transport. You commented all walking and cycling infrastructure must design out crime and be fully accessible to people with disabilities and help to redress deprivation in surrounding communities.

- You supported all the options to remove the physical and perceived barriers: improving east-west and north-south connections, including across Milton Road and to the River Cam.

- You commented that cycle congestion exists, that that the towpath should be protected from overuse to remain a tranquil area for leisure, and that there are already enough cyclists along this route.

- You supported options for improving public transport, cycling and walking accessibility, including beyond the Area Action Plan boundary. You commented that to get people onto public transport there needs to be more buses at peak times, and it needs to be accessible and better value for money / subsidised. Your suggestions included exploring the appropriateness of another Guided Bus stop, frequent shuttle buses, better use of Milton Park and Ride and Mere Way, develop interchange at Cambridge North station and CAM metro, small electric vehicles, and better local buses connections. You commented there needs to be high quality information at public transport stops, integrated, cashless ticketing and pay as you go. Buses could also have capacity to accommodate cycles.

- You supported measures that encourage cycling, including employment premises installing secure cycle parking, showers, lockers and drying rooms with easy access. You also commented that pool cycles should be available for businesses in the area as well as bike repair shops and facilities and cargo cycles for last mile deliveries. However, there were some concerns that lockers attract crime and have management related issues. It was also highlighted that the Area Action plan should consider charging points for electric cycles and make provision for storage for non-standard cycles which are popular in Cambridge. There is also the need to minimise conflict between different modes such as pedestrians and cyclists.

- You expressed concerns about how the links can be achieved without impacting on existing businesses and their operations and relating to the movement of heavy commercial vehicles (HCVs) around the site, particularly close to schools.

- You made suggestions that Milton Road and King's Hedges Road cannot cope with additional traffic, and that the plan should create places that are people focused rather than car dominated. Your suggestions included a new vehicle connection from the A14 to Cambridge Science Park Fen Ditton, and to plan roads on the periphery of the Area Action Plan site. You commented that the unsafe level crossing at Fen Road should be closed, and alternative provision made, which may include a road bridge into the Area Action Plan area. You commented that the Area Action Plan should not be designed

around the need to cater for cars and should do this by reducing the dominance of Milton Road, reconfiguring existing traffic lights and enhancing the public realm. You also noted that car ownership could be discouraged with a dedicated car-pool network and low levels of parking, due to abundance of other more sustainable transport options. You suggested parking controls should be in place from the construction stage of development and that measures will require landowner support to be effective. You expressed concerns that more consideration is needed to the reality of car use, particularly for those who need cars such as the elderly, disabled or pregnant people, and those with young children, that the Area Action Plan should improve traffic issues rather than worsen them, and redress the imbalance between jobs and housing.

- You commented that the Area Action Plan should embrace technology so that users find it easy to switch between modes and ensure flexibility to future proof and avoid stifling innovation, which may include autonomous vehicles. Your suggestions included cycle hire schemes, on-demand transport for those with low mobility, and micro-mobility solutions. You supported innovative measures such as a centralised consolidation hub to service businesses, retail deliveries and help reduce demand on the highway network and lessen environmental impacts, which could use cycling logistic firms using cargo cycles to make last-mile deliveries. It was also suggested transport is about human centred, safe and convenient space not technology.

How your comments were taken into account

- Whilst some comments were made that the Area Action Plan needed to consider the reality of car use, it is clear, from the Transport Evidence Base, that for the development to be acceptable in planning terms it will need to mitigate its travel impacts and significantly reduce car usage (car mode share). As a result, the policy approach focuses on reducing the need to travel and facilitating travel by non-car modes rather than catering for vehicular trips. The issue around whether the Fen Road level crossing should be closed, and alternative access provided is addressed under Policy 17: Connecting to the wider network.

- North East Cambridge will be designed around the principles of walkable neighbourhoods and healthy towns, to reduce the need to travel and making services and facilities readily accessible and safe for everyone by active modes. Coupled with this, providing an extensive high-quality network of walking and cycling routes within the site and (removing barriers) connecting to the wider area, where the design of the public realm prioritises people over vehicles and provides a choice of on- or off-road route. The policy supports

the seamless connectivity and interchange between modes, and this will be provided through a series of mobility hubs across the area. A flexible approach has been taken to future proof changes in mobility and technology, in recognition that travel patterns and habits are changing, and that technology is developing all the time. Reflecting the comments received and the placemaking objectives for North East Cambridge, Policy 16: Sustainable Connectivity incorporates all these aspects. The policy provides flexibility, and the emphasis is placed on creating the right environment and connections to facilitate mode shift as a personal and/or lifestyle choice.

- Note, a suite of connectivity policies address associated issues in further detail including improving wider connectivity (Policy 17: Connecting to the wider network), Safeguarding for public transport (Policy 19: Safeguarding for Cambridge Autonomous Metro and Public Transport) and Managing vehicular traffic (Policy 22: Managing motorised vehicles).

What you told us about the Draft NEC AAP (2020)

Comments support the policy objectives to reduce car-based travel and improve non-car connectivity with the wider network and neighbouring areas. Concerns were raised that not enough consideration was given to improving existing infrastructure in the adjoining areas, that there was a missing connection to East Chesterton, and that further work should inform the most appropriate crossing solution(s) for Milton Road. It was suggested that the AAP needed to acknowledge the need for a site-wide approach to reducing car trips and parking and that smart ticketing was needed across all means of transport to be fully inclusive. Other concerns included that the approach assumes everyone is fit and active, that there will be wider destinations impractical to reach by non-car modes, local roads will not cope with increased vehicular traffic and there needs to be more car parking.

Comments expressed support for:

- The vision and policy objectives to reduce car-based travel.
- Improved connections to the wider network and neighbouring areas, including to the bridge over A14 and across the Guided Busway.
- Creating a development with locally accessible facilities and services, not reliant on the car.
- Proposed improvements should encourage increased travel by walking and cycling.
- A shift from predict and provide approach towards a vision and validate approach.
- Whole development should support every aspect of a zero-carbon lifestyle.

Examples of supportive responses included:

- “reduce the current conflicts with motor vehicles”
- “new and improved walking and cycling connectivity to the NEC is essential in creating a development that is not reliant on the car.”
- “these should encourage increased travel by walking and cycling from Cambridge Science Park”
- “it would improve connectivity between neighbouring areas”

Concerns and issues raised by responses included:

- Requires site-wide reduction in car trips and parking.
- Safe crossing of Milton Road is important; further work should inform the most appropriate solution(s).
- Improve the quality of existing walking and cycling infrastructure and routes.
- Improve permeability and integration with East Chesterton, Kings Hedges and existing communities.
- People need to get to places impractical to reach using public transport and cycles.
- Good connections to Cambridge North Station, Busway and Science Park.
- Smart / mobile ticketing arrangements are needed for all forms of available transport to be fully inclusive.
- Policy wording could be strengthened to remove ‘get out clauses’.
- Improved connections to the wider area must be incorporated early in the design stages and layout of the development and address dangerous junctions and conflicts.
- Cycling and walking routes must be high quality, safe, convenient, and attractive, with good wayfinding.
- Suggestions that more should be done to reduce car use including banning private cars except disabled.
- Consistent with Local Transport Plan’s aim of promoting attractive alternatives to the private car, reducing congestion and contributing to the climate agenda.
- Encourage more journeys by rail, enhance services and improve station facilities.
- City-wide approach to discouraging car travel and an integrated 24-hour transport system is essential.
- Provide alternative options to car ownership such as car clubs, car sharing.
- Scepticism about how achievable the proposed mode share targets are.
- Scepticism and uncertainty about the delivery/timing of CAM and other public transport provision to provide alternatives to the car.
- Scepticism about the ability of the vehicular trip budget to control the amount of traffic generated and concern it will add to congestion on local roads
- The amount of parking is too low and will cause problems, including in neighbouring areas.
- The balance of jobs to homes will result in a lot of in-commuting.
- Provide electric vehicle charging infrastructure, electric car club vehicles, and e-bike hire scheme.

- Concern that restricting car use will result in development that is not inclusive.
- Create a network of roads, cycle paths and footpaths that can support all road users and demographics, including disabled, safely.
- Suggestion that new road access is needed to Fen Road.
- Need adequate cycle parking to avoid causing dangerous obstructions.
- The policy largely ignored equestrians and their needs weren't considered
- Support for schools and leisure facilities being located on key walking and cycling routes and away from main roads.
- Support green routes and spaces, including street tree planting and landscape verges.
- Future proof plans and take into consideration changes in technology, social attitudes, Covid, Brexit and review travel needs and options regularly.
- Conflicts between different types of non-motorised user and between vehicles and non-motorised users should be designed out from the outset.
- Discouraging car use to address climate change is an outdated concept as people increasingly work from home and switch to electric/hybrid vehicles.

Examples of representative comments included:

- "Safe crossing of Milton Road is important"
- "not enough consideration of improving existing walking and cycling infrastructure"
- "no proposals to provide better permeability between the NEC and East Chesterton"
- "Assumes everyone is fit and active"
- "Local roads will not cope with increased vehicular traffic"

How your comments have been taken into account

North East Cambridge needs to make the most of its location and the existing good connectivity by non-car modes. The ambition is to build on this by creating a high-quality movement network that prioritises walking and cycling over vehicle traffic. Adding more vehicular movements into the area will be unacceptable in terms of road capacity, as well as air quality and placemaking. There will be a shift travel away from the private car, at a level not seen in Greater Cambridge before, whilst still maintaining access for essential traffic, residents, and businesses, including for the less mobile.

Designing around the principles of walkable neighbourhoods and healthy towns, where most day-to-day activities can be undertaken locally, reduces the need to travel and encourages active sustainable travel, creating a place that is more accessible and inclusive to everyone. For longer journeys, the AAP will ensure excellent connections by non-car modes, including seamless interchange with high-quality public transport and other forms of travel. Recognising that for some journeys

or occasions a car or van may be necessary, the AAP will provide electric car club vehicles to enable residents to choose whether to own their own car.

At the same time, the AAP seeks to challenge the conventional thinking around patterns of mobility and future proof development. The increasing role of technology and digitalisation of services and facilities is changing how people access some services, and thus whether they need to travel at all to use them. Technology is also changing the way people choose to move around with a shift away from personal travel to new models of mobility.

Changes to the draft plan have been proposed to improve its effectiveness and clarity, including ensuring the capacity, quality and design of non-motorised user routes can accommodate higher numbers and future growth of users, and their design will ensure they are safe at all times and for all users. (Similar changes have also been incorporated in Policy 17: Connecting to the wider network, which addresses the wider connections.) Further clarity is provided to be clear a site-wide approach is needed to reduce car trips and parking in accordance with Policy 22: Managing Motorised Vehicles.

To ensure consistency with other Connectivity polices, additional changes have been made to the policy by including reference to electric car clubs in the list of innovative solutions aimed at reducing car ownership and use on site (provision is made for their storage and charging in Policy 21: Street Hierarchy), and to the supporting text to encourage no- or ultra-low emission vehicles, through provision of supporting charging infrastructure (Policy 21: Street Hierarchy and Policy 22: Managing Motorised Vehicles make provision for electric vehicle charging).

Summary of changes to the policy

Policy amendment to require that the design of non-motorised user routes within the site and the wider connections will ensure they are safe for all users of all abilities and there will be sufficient capacity to accommodate the higher number of users anticipated.

Policy amendment to include electric car clubs in the list of innovative and flexible solutions aimed at reducing car ownership and use on site.

Additional supporting text to ensure the design of non-motorised routes caters for the accessibility needs of people with more specific requirements, including the disabled, and to reference Government guidance in LTN 1/20.

Amendment to the supporting text to encourage no- or ultra-low emission vehicles, through provision of supporting charging infrastructure.

Amendment to the supporting text to clarify that a site-wide approach is needed to reduce car trips and car parking in order to achieve the mode share away from motor vehicles in accordance with Policy 22.

Policy 17: Connecting to the wider network

What you told us previously at Issues and Options (2019)

Milton Road

- Many people identified Milton Road as a major barrier that discourages people from walking or cycling in the area. The width of Milton Road is seen as being inhospitable and intimidating to pedestrians and cyclists, and the wait time to cross the road is too long. There was a common view that much better provision needs to be made for pedestrians and cyclists, but feedback was split on how this should be achieved.

- Whilst there was support for the concept of a green bridge, but there was concern that it would be too onerous for cyclists to use. Others were more adamant that to truly put pedestrians and cyclists first, Milton Road should be tunnelled or significantly reconfigured, allowing more sustainable modes to cross unhindered at street level (at grade). However, the cost and technical constraints around doing this was also a concern.

How your comments were taken into account

- The Councils have been working with the various landowners within the Area Action Plan area to identify a suitable solution for improving walking and cycling connectivity across Milton Road.

- At this stage, the preferred option is to make provision for two new crossings: a bridge at the junction of Cowley Road – Cambridge Science Park as well as an under-pass between Cambridge Science Park and St John's Innovation Park.

Crossing the railway

- You broadly supported the idea of a crossing over the railway to access green space between the railway and river (Chesterton Fen) and onwards to other rights of way routes. However, you considered that a bridge should be designed to accommodate vehicles as well, so that the Fen Road level crossing could be closed, which would increase rail capacity along that stretch of the railway and improve access to those living and working on Fen Road.

How your comments were taken into account

- The Fen Road railway crossing is outside of the Area Action Plan boundary and as such is not an issue for the Area Action Plan to resolve. Nevertheless, in the interests of good, coherent planning of the wider area as a whole, the Councils are committed to working with Network Rail, the transport authority, and the highway authority to reach agreement on a solution to the issue.

- Until further work has been undertaken to consider all suitable and deliverable options, a foot bridge is the current preferred option to increase connectivity between the Area Action Plan site to Chesterton Fen and the wider countryside.

What you told us about the Draft NEC AAP (2020)

Comments expressed support for:

- Improved connections to the wider network and neighbouring areas, including to the bridge over A14 and across the Guided Busway.
- Proposed improvements should encourage increased travel by walking and cycling.
- Recognition of the role of Mere Way link, an important route linking to Waterbeach New Town.
- Importance of good connectivity.
- Strongly support the benefits of bridges compared to underpasses.
- The principle of liveable streets.
- Zero carbon and promotion of active travel is only kind of development we ought to support.

Examples of supportive responses included:

- “reduce the current conflicts with motor vehicles”
- “emphasis must be the promotion of non-car and active modes of travel and delivering a highly connected, and accessible development by walking, cycling and public transport”
- “it would improve connectivity between neighbouring areas”
- “vital importance of good connectivity”

Concerns and issues raised by responses included:

- Safe crossing of Milton Road is important; further work should inform the most appropriate solution(s).
- The number of different land ownerships could make a coherent approach difficult.
- Improved connections to the wider area must be incorporated early in the design stages and layout of the development.
- Conflicts between different types of non-motorised user and between vehicles and non-motorised users should be designed out from the outset.

- The policy largely ignored equestrians and their needs weren't considered.
- New structures including underpasses and bridges must be designed to a high quality (LTN 1/20) and future proof increased user demand.
- The bridge across the railway should accommodate vehicles to allow the level crossing on Fen Road to be closed and to relieve traffic in Chesterton.
- Land should be safeguarded within NEC for a vehicular crossing of the railway until such time as it is clear it isn't needed to accommodate more rail capacity
- Scepticism about how achievable the proposed mode share targets is.
- Improve connections to existing routes and communities, including East Chesterton, Kings Hedges, and outlying villages.
- Improve the quality of existing walking and cycling infrastructure and routes.
- Infrastructure must be available before the first house is occupied.
- Cycling and walking routes must be high quality, safe, convenient, and attractive, with good wayfinding.
- Make it more convenient and faster for people to walk / cycle than drive.
- Support for centres, schools and leisure facilities being located on key walking and cycling routes and away from main roads.

Examples of representative comments included:

- "Safe crossing of Milton Road is important"
- "new and improved provision must be incorporated early"
- "avoid potential conflicts between pedestrians and cyclists and vehicles"
- "incorporate enough capacity to accommodate existing and future user demands"
- "Every time including cyclists and pedestrians are mentioned, equestrians should be too."

How your comments have been taken into account

Connecting North East Cambridge into the wider sustainable transport network will be critical to the operation of the new development and will underpin the trip budget approach to managing vehicular traffic. Whilst there were a number of representations which broadly supported the principles of the policy, the areas of concern were generally around points of detail which will need to be addressed as the design of the area progresses. There was concern about what form the crossing of Milton Road should take and opinion was split on whether it should be a bridge / underpass or at grade crossing. There was also concern about creating a coherent network when parcels of land are in different ownership. Comments were also received about the capacity of some existing links and missing links on the wider network that would be relied upon to access the site.

The detailed points on Milton Road and wider points on the more detailed design of the site highlight the need for the various landowners to work together to bring forward a coherent site-wide transport strategy which adds a more granular level of

data to the high-level development figures set out in the plan, particularly in terms of trip numbers and how these are shared between different transport modes. This information will enable more detailed consideration to be given to the form of the crossings of Milton Road, and more detailed design considerations.

Changes to the draft plan have been proposed to improve its effectiveness, including ensuring the capacity of non-motorised user routes can accommodate higher numbers and future growth of users, and to clarify that non-motorised users includes equestrians as well as pedestrians and cyclists. Further clarity is provided on the aspirations and challenges for determining the most appropriate crossings on Milton Road and addressing crossing of the Guided Busway. To ensure consistency with Policy 19: Safeguarding for Public Transport additional supporting text has been included on the provision of mobility hubs to enable seamless interchange between public transport and active modes and the need to ensure improved access to Cambridge North Station.

Feedback to the first two stages of the plan suggested that the Fen Road level crossing should be replaced by a road bridge over the railway into the NEC area due to the duration that the barrier is down for and the severance it causes the community to the east of the railway. Whilst the level crossing is located outside the AAP area some supporting text was included in the draft plan in response to the comments received. The planning authorities, along with the highway authority and the Cambridgeshire and Peterborough Combined Authority have been engaging with Network Rail as the responsibility for any changes to a level crossing needs to be taken by Network Rail. However, as this issue is outside the scope of the AAP the supporting text relating to Fen Road has been removed and the Transport Topic Paper has been updated to reflect the latest position.

Summary of changes to the policy

Policy amendment to refer to non-motorised users rather than pedestrians and cyclists.

Policy amendment with regard to crossing the Guided Busway to reflect powers under which it was delivered to strike a more appropriate balance between the challenges that exist in doing this and the aspiration to open out the frontages of the site.

Amendment to the supporting text to be clear that provision for non-motorised users includes equestrians as well as pedestrians and cyclists.

Amendment to the supporting text to add clarity on the routes for non-motorised users to identify and address any gaps or missing links, and to ensure that there will

be sufficient capacity to accommodate the higher number of users anticipated, including on existing routes.

Additional supporting text to explain the aspiration for at-grade crossings but the detailed proposals for crossing Milton Road will be subject to further analysis through the developers' Transport Strategy.

Additional supporting text to add clarity on the provision of mobility hubs and the interchange at Cambridge North to enable seamless interchange between public transport and active modes, for consistency with Policy 19: Safeguarding for Public Transport.

Removal of supporting text in relation to Fen Road as this is outside the scope of the AAP.

Policy 18: Cycle and micro-mobility parking

What you told us previously at Issues and Options (2019)

- You supported a requirement for high levels of cycle parking in new development.
- You suggested that a percentage of parking should be suitable for larger cycles and charging points should be provided for electric bikes.
- There was a comment that high-volume two-tier stacking arrangements may not be suitable for all cycles or users.
- You supported the exploration of innovative solutions through the detailed design process, integrated into the public realm in a way that prevents cluttered sprawl and facilitates and encourages cycling as the obvious choice.

How your comments were taken into account

- In line with your comments, the proposed policy requires cycle parking in excess of the adopted Local Plan standards, but without specifying the minimum levels to be provided to allow for site-specific solutions. This is considered a better option than new more stringent minimum cycle parking standards, as this could over-provide where a mix of uses are planned and may preclude shared provision of parking which is more efficient when the demand may be spread over different times during the day. Applicants will need to demonstrate that they have fully considered the appropriate levels to provide cycle parking within the Design and Access Statement and Travel Plan that accompany their planning applications to demonstrate that they will meet the trip budget.

- A percentage of cycle parking is required to be provided for non-standard cycles.
- The policy also requires innovative solutions such as shared parking between different land uses, a proportion of the spaces provided to able to accommodate different types of cycles, and that consideration is given to whether provision needs to be made for electric charging points and maintenance facilities.
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What you told us about the Draft NEC AAP (2020)

- Comments show there is recognition of the importance of cycle parking in encouraging cycling, with support for provision of parking to levels in excess of those in the Cambridge Local Plan with the flexibility to find site specific and innovative solutions, including shared parking. Whilst there was general support for the principle of accommodating larger cycles, there were mixed views on the proportion of spaces that should be required. Concerns were raised about the location and design, including safety and security, of cycle parking to serve people of all ages and abilities. Concern was raised about future proofing future demand, including for a growth in e-bike usage, and maintenance of parking to ensure it is not overrun by abandoned cycles.
- Comments expressed support for:
- Allowing site specific solutions rather than setting minimum standards.
- Applying minimum standards from the Cambridge Local Plan.
- Opportunities for shared parking between different land uses.
- Encouraging innovative cycle parking solutions, including spaces for shared cycles and the incorporation of cycle maintenance facilities.

Examples of supportive responses included:
- “Cycle parking provision will be very important in encouraging sustainable transport”
- “Sufficient provision of good, secure, cycle parking is an important way to encourage cycling”
- “encourages innovative cycle parking solutions”

Concerns and issues raised by responses included:
- Support the approach to larger cycles, justified on a case-by-case basis.
- Provision needs to be evidenced as part of the Transport Strategy.
- Maintenance of the quality and availability of cycle parking to ensure it is not overrun by abandoned cycles.

- Provide 1 space per person and include space for large cycles and storing accessories.
- Generous amounts of public parking should be provided near facilities and at mobility hubs, which is easy to find and convenient, safe, secure, and accessible to all people and cycles.
- Enable charging of e-bikes batteries and futureproof growth in their usage.
- Public and private parking should be in place before first occupations.
- Cycle infrastructure should be designed to be adaptive to climate change.
- Ensure sufficient parking to avoid cycles being left in dangerous locations.
- Accessible provision needs to be incorporated into residential apartments.
- Policy wording could be strengthened to remove 'get out clauses'.
- Current parking is patchy, and much is insecure, including at the new station.

Examples of representative comments included:
- "a percentage of parking should be suitable for larger cycles"
- "going above and beyond current policy to deliver very high-quality cycle parking"
- "prioritise ease of use over aesthetics"
- "allow for a growth in e-bike usage"

How your comments have been taken into account

Providing sufficient and convenient cycle parking at people's homes, places of employment, shops, key community locations and transport hubs for residents, workers and visitors is critical to encouraging more people to cycle in the knowledge that they will be assured of a safe and secure place to park their cycle at each end of their journey. The range and type of cycles is diversifying, and it is important to ensure parking provision can accommodate all types of cycles, including non-standard and electric cycles, in ways that everyone can access.

With higher numbers of cyclists anticipated within North East Cambridge there will be a need for higher levels of cycle parking than currently provided within Cambridge, to avoid cycles being left in unsuitable and dangerous locations. However, flexibility is provided to avoid overprovision, for example in mixed-use areas where demand may be at different times of the day. Cycle parking provision needs to be available from the outset, including to serve temporary (meanwhile) uses on the site.

Cycle parking, including space for dockless cycle hire schemes and cycle maintenance facilities such as a pump and tools, should be integrated into the public realm in convenient locations close to each end of the journey, to minimise street clutter and conflict between different users, particularly pedestrians. The design should accommodate all types of cycles in a way that is accessible to all, including level access, space to manoeuvre, feels safe at all times, and is secure.

Changes to the draft policy have been proposed to broaden the policy scope to include other mobility options such as micro-mobility and mobility scooters, for

consistency with Policy 16: Sustainable Connectivity, and to improve its effectiveness, including through requiring provision in excess of the Cambridge Local Plan standards to reflect the higher anticipated usage. A requirement for cycle parking to be provided at a range of locations throughout the AAP area, including at mobility hubs and at public spaces and facilities. The supporting text has been amended to clarify that cycle parking must be available from the outset and in conjunction with meanwhile uses, and that provision for all types of parking (including storage and charging facilities) needs to be designed to be safe and fully inclusive to everyone and designed into the public realm.

Summary of changes to the policy

Policy renamed Cycle and Micro-mobility Parking.

Policy requirement firmed up to require cycle provision in excess of the Cambridge Local Plan standards, at mobility hubs and key locations within the development, and also ensure it accommodates non-standard cycles, in order to ensure that sufficient cycle parking is provided in the right places to serve the development.

Amendment to supporting text to reflect the need to store and charge micro-mobility options which are increasingly popular, and mobility scooters, for consistency with Policy 16: Sustainable Connectivity.

Amendment to supporting text to add clarity to ensure that cycle parking is available from the outset and during all stages of the development, including provision alongside temporary meanwhile uses.

Amendment to supporting text to add clarity to be clear the design of cycle and micro-mobility parking needs to be fully inclusive to everyone, address personal safety at all times of day, and ensure there is sufficient space for storing accessories with cycles. Reference has been added to the latest national guidance in Local Transport Note 1/20.

Policy 19: Safeguarding for public transport

What you told us previously at Issues and Options (2019)

- There was broad support for protecting corridors for sustainable movement options.

How your comments were taken into account

- The central core section to be delivered by the Cambridgeshire and Peterborough Combined Authority and the Waterbeach to North East Cambridge surface section being delivered by the Greater Cambridge

Partnership are in the early phases of business case development. In order to allow both projects to proceed through the appropriate stages of options assessment and route development, policies in this plan will remain suitably broad at this early stage to ensure as much flexibility is maintained as possible without stalling development of the wider site in the meantime.

What you told us about the Draft NEC AAP (2020)

Comments support the provision of improved public transport and mobility hubs in key locations to enable convenient interchange between public transport and other modes, including cycling. Concerns were expressed about the lack of certainty and clarity that currently exists with the CAM metro and the need to safeguard land for it.

Comments expressed support for:

- The principle of mobility hubs in key locations was supported.
- Improvements to public transport were supported.
- Support the vision for safe, sustainable transport to and from the area.

Examples of supportive responses included:

- “Support improvements to public transport and delivery of mobility hubs in key locations”

Concerns and issues raised by responses included:

- Scepticism about the deliverability of CAM and the plan’s reliance on it.
- Additional buses would be needed to serve the development and an efficient public transport system ease congestion.
- Maximise opportunities to improve active travel and public transport connections to EWR.
- Consider public transport provision from the start, ensure it joins up with wider (including planned) routes, and is available for first occupations.
- Continue to invest in Guided Busway and Cambridge North Station and increase their capacity to keep pace with demand.
- Access to public transport is important to address climate agenda.
- Cambridge North should be a major interchange rather than Central Cambridge.
- Make interchanges more user friendly, including for wheelchair users and those with limited mobility.
- Consider the safety and perceived safety of routes to/from mobility hubs.
- Support attempt to provide sufficient flexible space to accommodate new and emerging technologies.
- Land should be safeguarded within NEC for a vehicular crossing of the railway until such time as it is clear it isn’t needed to accommodate more rail capacity.
- Scepticism about how achievable the proposed mode share targets is.

- Some form of 'internal' electric shuttle bus system will be needed.
- Future proof plans and take into consideration changes in technology, social attitudes, Covid, Brexit and review travel needs and options regularly.

Examples of representative comments included:

- “Whilst the transformative nature of a CAM system is recognised and the policy supported, the current proposed area lacks definition.”
- “should allow for attractive and convenient switches between cycling and public transport”
- “at the moment the bus service is inadequate and sporadic”
- “If the funding ever becomes available for the Metro then safeguarding its routes is a sensible precaution.”

How your comments have been taken into account

Enabling people to travel to, from and within the new development by non-car modes is critical to supporting the strategic objectives for the redevelopment of the area and for underpinning the vehicular trip budget approach to traffic within North East Cambridge. Many more people will need to use bus, rail, or other emerging forms of public transport to arrive in the area and will need to continue their journey on foot, cycle or by other methods. Fundamental to the success of this is ensuring that people can switch seamlessly between different modes. The ability to interchange seamlessly between modes and to maintain sufficient flexible space to accommodate new technologies will also remain key.

Since the draft plan was written however, there has been a major change in the political landscape with the mayor of the Cambridgeshire and Peterborough Combined Authority being replaced. The new mayor announced his intention to abandon the tunnelled section of the Cambridge Autonomous Metro (CAM) scheme, although this has not been formally ratified by the Cambridgeshire and Peterborough Combined Authority (CPCA) at the time of writing. Given this uncertainty, it is no longer appropriate to safeguard the land in the plan for the CAM tunnel portals. The need for an excellent public transport system clearly remains and the CPCA’s Future Bus Network concept and Greater Cambridge Partnership’s (GCP) Greater Cambridge 2030 Future Network demonstrate this.

Changes to the draft policy have been proposed to improve its effectiveness, including safeguarding land for Cambridge North station as a major multi-modal interchange and gateway to the AAP area, and all references to CAM have been removed. A requirement for a site-wide approach to incorporating mobility hubs at key locations to enable seamless interchange between public transport and sustainable modes. Further clarity is provided to be clear that the design and operation of the interchange and mobility hubs should be tailored to location, and

to be flexible and future proof. The supporting text has been amended to remove references to CAM and provide an update on CPCA and GCP planned public transport improvements. Additional supporting text is provided to elaborate on the policy changes, around the design and function of the mobility hubs and the facilities which should be provided to enable seamless multi-modal journeys.

Summary of changes to the policy

References to the CAM have been removed from the policy and supporting text, replaced by policy requirement to safeguard land at Cambridge North Interchange to facilitate the delivery of a quality interchange and enable it to respond to future needs.

Policy requirement for a site-wide approach to incorporating mobility hubs at key locations to enable seamless interchange between public transport and sustainable modes.

Policy requirement for the design of the interchange and mobility hubs to be tailored to the location, having regard to the role, function, and use.

Policy requirement for the design to incorporate flexibility to enable adaptation over time to be responsive to emerging trends, technologies, and travel habits.

Amendment to supporting text to update on planned public transport improvements serving the AAP area.

Amendment to supporting text to elaborate on the policy changes, around the design and function of the mobility hubs and the facilities which should be provided to enable seamless multi-modal journeys.

Policy 20: Last mile deliveries

What you told us previously at Issues and Options (2019)

- You supported innovative measures such as a centralised consolidation hub to service businesses, retail deliveries and help reduce demand on the highway network and lessen environmental impacts. You suggested this could also serve the wider city.
- You asked us to consider cycling logistic firms using cargo cycles to make last-mile deliveries.
- You asked us to provide flexibility to future proof for technological advances and growth of online shopping.

- Other suggestions included a rail freight terminal accessed on an extended Cowley Road and a trans-shipment hub close to the A14.

How your comments were taken into account

- In line with your comments, the proposed policy anticipates at least one consolidation hub to which deliveries will be made and sorted ready for onwards delivery.
- Last mile deliveries will be encouraged by cycle logistics firms using cargo cycle and/or electric vehicles for bulkier items.
- This will enable consolidation into fewer delivery trips serving destinations within the area, reduce the overall number of vehicles within the new city district and reduce environmental impacts, improve place making and public safety.
- Reflecting the comments received, this policy is flexible and futureproofed for changing technological solutions.

What you told us about the Draft NEC AAP (2020)

Comments support the proposed inclusion of delivery consolidation centres within the AAP area to reduce the number of motor vehicle movements, particularly polluting diesels. It was noted that the existing cycle logistics hub works well, serving a wide area across the city, and the new hubs should be implemented at an early stage of the development. A suggestion was made to locate a hub close to the railway station to encourage a shift of long-distance logistics from road to rail.

Comments expressed support for:

- Smaller scale servicing in addition to the proposed delivery hubs.
- At least two new hubs to intercept large quantities of incoming deliveries and significantly reduce motor vehicle logistics.
- The hubs being completed at an early stage of the development to minimise motor vehicle movements immediately.
- Avoiding extra traffic and pollution of multiple companies using diesel lorries direct to customers.

Examples of supportive responses included:

- “support the policy for smaller scale servicing”

- “current cycle logistics hub within the Area Action Plan (AAP) site already serves a wide zone across the city”
- “very sensible to avoid the extra traffic and pollution of multiple delivery companies driving diesel lorries to customers residencies.”

Concerns and issues raised by responses included:

- Suggestion to locate a hub close to railway station to encourage shift of long-distance logistics from road to rail.
- Design hubs to ensure space for un/loading to avoid obstructive parking in the carriageway, or on pavements or cycleways.
- Scepticism over whether and how hubs will work with many delivery companies, a range of delivery sizes and necessary investment in infrastructure such as cargo cycles.
- Consolidation hubs for business and home deliveries is essential, people rely on deliveries when they do not own a car or drive.
- Secure lockers, including refrigerated units, are needed for efficient and flexible home deliveries.
- Consider dedicated docking areas for drones.
- Shops will need deliveries of goods to function.
- Potential impact on the trip budget to accommodate deliveries.
- Space needs to be provided for delivery traffic (including larger vehicles) to safely move around the site and park by roadside without causing obstruction.
- Concern that the proposed Science Park hub is in the wrong location.
- Measures need to be in place in advance of development.

Examples of representative comments included:

- “may be better to have one hub near to the station to encourage the shift of long-distance logistics from road to rail.”
- “It would be interesting to hear how this will work with so many delivery companies and retailers.”
- “How about pickups?”

How your comments have been taken into account

With changing patterns of retailing and greater use of e-commerce means that businesses and residents increasingly expect products to be delivered to their door. Movement of goods is typically performed by a large number of delivery companies who inefficiently duplicate each other’s journeys with partially filled trucks and vans, resulting in unnecessarily high levels of congestion, safety issues, pollution and environmental impacts, and rising distribution costs. Unconstrained

growth in delivery traffic could undermine the vehicular trip budget and the people first approach being adopted in North East Cambridge.

Alternative approaches are needed in North East Cambridge. Cambridge has successfully pioneered cycle deliveries with a delivery and consolidation centre at the edge of the city that transfers parcels on to cycle-logistic bikes. The draft plan proposed to build on this approach with the provision of at least one delivery and consolidation hub that would enable smaller electric vehicles and cycles to serve the development. Other measures are proposed which should help manage the timing of deliveries and consultation feedback included suggestions for the provision of secure lockers, including refrigerated units within the development.

Changes to the draft policy have been proposed to improve its effectiveness, including addressing space for delivery traffic, and clarity regarding how they should be implemented. Further clarity is provided to be clear that the design and operation of the delivery and consolidation hubs should not impact on the safety of other road users, by ensuring sufficient space for vehicles to manoeuvre and load / unload without obstructing pavements, cycleways, and vehicular traffic. Similarly, that loading/drop off bays close to business and residential properties should be integrated into the design of the public realm in accordance with Policy 21 Street Hierarchy. A requirement for a Delivery and Service Plan to demonstrate how delivery and consolidation hubs will serve the development and reduce vehicle trips has been added to ensure they are effective in securing the reductions in vehicle trips sought.

The supporting text has been amended to elaborate on the innovative solutions which could be considered, to include secure lockers, including refrigerated units, which could be integrated throughout the development in locations such as the district and local centres

Summary of changes to the policy

Policy requirement that the design and operation of the delivery and consolidation hubs should not impact on the safety of other road users, by ensuring sufficient space for vehicles to manoeuvre and load / unload without obstructing pavements, cycleways, and vehicular traffic. Similarly, that loading/drop off bays close to business and residential properties should be integrated into the design of the public realm in accordance with Policy 21 Street Hierarchy.

Additional policy requirement for a Delivery and Service Plan to be submitted to demonstrate how delivery and consolidation hubs will serve the development.

Amendment to supporting text to elaborate on the innovative solutions which could be considered, to include secure lockers, including refrigerated units, which could be

integrated throughout the development in locations such as the district and local centres.

Policy 21: Street hierarchy

What you told us previously at Issues and Options (2019)

- You supported facilitating non-car travel modes, including provision of an extensive network of routes for active travel, high quality public transport, but without cutting off access for those who need cars.
- One comment suggested that main roads should be kept to the periphery of the development.
- You commented that industries requiring lots of large lorries are considered incompatible with safe cycling and walking.
- You commented that provision for non-car modes is necessary to implement a trip budget approach and reduce car dependence; this would also support low levels of car parking and provision of a car pool hire scheme could help to reduce car ownership. You felt that a robust and well-funded area-wide Travel Plan is needed.
- You said we should consider the reality of car use, and provision should be made for car journeys into Fen Road
- You suggested centralised refuse collection and a consolidation hub for deliveries to help reduce demand on the highway.

How your comments were taken into account

- It is not a feasible option to ban vehicular traffic from North East Cambridge completely. Access is needed for emergency vehicles and to meet servicing requirements of local businesses, retail and community uses, and by people with mobility issues. Vehicles such as public transport, community transport and taxis provide an important part of the wider mobility model. However, a site-wide network of through routes for vehicles would undermine efforts to reduce car use and encourage active travel. The proposed policy therefore manages vehicular traffic onto the most appropriate streets to enable the new city district to function appropriately. This is broadly in line with your comments that vehicle use should not be banned but should be reduced as far as possible.

- New vehicular links to areas outside North East Cambridge, such as across the railway to connect with Fen Road, could encourage a greater level of traffic through North East Cambridge and undermine the aspirations to reduce car use. Any move to close the level crossing will need to be initiated by Network Rail and go through due processes. The authorities will need to work together to form a view on where any alternative should go to deliver the best outcomes, should this situation arise.

- In response to your comments, delivery consolidation is dealt with in Policy 20: Last mile deliveries.

What you told us about the Draft NEC AAP (2020)

Comments support the proposed street hierarchy and priority for non-car movements to enable better and safer routes for walkers and cyclists provided infrastructure is designed and implemented to a high quality and provides appropriate vehicular access to businesses. Comments express support for the principle of car barns located close to residents and businesses but that the location of car barns should take into consideration and avoid duplication of existing and planned parking provision. Concerns were expressed about achieving delivery of infrastructure to a consistently high quality across the whole site by a number of developers.

Comments expressed support for:

- The principle and location of car barns.
- The street hierarchy and priority for non-car modes.

Examples of supportive responses included:

- “is logical, and the principle of car barns is supported.”
- “strongly support the street hierarchy proposed as this infrastructure is the best way to enable more, better and safer cycling for all ages and abilities.”
- “support priority being given to non-car movements and a permeable layout being provided for walking and cycling”

Concerns and issues raised by responses included:

- Scepticism how this vision will be implemented site-wide to a consistently high-quality by different developers.
- Cycleways must be designed to high standard, segregated, with direct and priority crossings over side roads (accord with Local Transport Note 1/20).
- Planning and phasing of new roads must ensure access is maintained.
- Street design should manage traffic, discourage car use including car parking away from homes, and ensure safety of all users.
- Parking away from residential areas isn’t realistic, especially for those with disabilities or mobility issues.

- Queries over whether width of cycle and pedestrian routes are generous enough.
- Need to be ambitious with proposal for non-motorised users and look to learn lessons from good practice elsewhere, such as the Netherlands.
- Does not go far enough to discourage car use, needs more restrictions and to make it more convenient and faster to walk/cycle than drive.
- Support for schools and leisure facilities being located on key walking and cycling routes and away from main roads.
- Speed limit should be lower, to ensure streets are safe -10mph maximum.
- Many streets should be pedestrian/cyclist only.
- Consider the safety and perceived safety of all users, including young, elderly and disabled.
- The policy largely ignored equestrians and their needs weren't considered.
- Support green spaces such as street tree planting and landscape verges.
- Plan for appropriately for car ownership and use, including electric charging infrastructure and parking.
- Provide space for visitor parking close to properties, including trades people, carers, and for deliveries to avoid causing obstruction.
- Space needs to be provided for larger vehicles to safely move around the site.
- Provide a road linking Cambridge North Station and Fen Road.
- Concerns that circuitous vehicular routes and slow speeds will harm the environment and economy.

Examples of representative comments included:

- "concerns as to how this vision will be implemented to a consistently high-quality across the site by different developers."
- "any realignment of Cowley Road would likely impact on future development aspirations across a number of sites."
- "ensure that vehicle access to these businesses and the areas in which they are located is safeguarded"
- "ensure the network operates efficiently and to ensure the safety and comfort of all road users."

How your comments have been taken into account

This policy is designed to ensure that non-motorised users are given priority over vehicular traffic but at the same time a functional street network is provided for public transport and essential vehicle access. This helps to underpin the vehicular trip budget approach and to help deliver the vision for the area as a sustainable place to live and work. Comments were generally very supportive about the measures to discourage car use and give priority to other modes as an easier first choice. Some questioned whether the measures went far enough, for example in terms of width of cycle paths and footways, although there was some concern that people with disabilities and mobility issues would be disadvantaged by remote car parking.

Landowners are preparing an overarching Transport Strategy for the site to ensure that there is a common approach to the provision of infrastructure and the design aspects which will need to be addressed as their plans progress. The approach to giving priority to non-motorised users in the design of the site will not only benefit walkers, cyclists and equestrians, but will also those with disabilities and mobility issues. Policy 22: Managing Motorised Vehicles outlines the approach on parking and sets out the need for a site-wide residential parking policy to be developed by the landowners, where provision can be made for blue badge holders.

Changes to the draft policy have been proposed to provide clarity that Primary Streets should be designed to give priority non-motorised user at junctions in addition to across junctions, priority should be provided to public and community transport over non-essential traffic to minimise the chance of delays and, consistent with Secondary Streets, be designed to accommodate speeds below 20mph. The supporting text has been amended to reflect the overarching aim of making it more convenient and faster to walk or cycle than drive, and to ensure public transport has greater priority than non-essential traffic.

Summary of changes to the policy

Policy requirement that non-motorised users will be given priority at as well as across junctions.

Policy requirement for Primary Streets to be designed to give priority to public and community transport.

Policy requirement for Primary Streets to be designed to accommodate speeds below 20 mph.

Amendment to supporting text to clarify that all streets should be designed to feel safe and aim to make it more convenient and faster to walk and cycle than drive. Reference has been added to Local Transport Note 1/20.

Amendment to supporting text to clarify priority will be provided to public transport over non-essential traffic.

Policy 22: Managing motorised vehicles

What you told us previously at Issues and Options (2019)

- There is concern that if developed with traditional mode shares, the development would cause unacceptable problems on the surrounding highway network.
- However, the majority of respondents understand the opportunity that this site affords to provide a much more sustainable development and there is general

support for low car usage as long as this is supported by improvements to public transport and provision for non-motorised users.
- The principle of a site wide vehicular trip budget is broadly supported, but existing developments must play their part in making the development significantly less reliant on private cars.
- There was also broad support for the principle of a much-reduced approach to parking, but again the need for equity across the sites was emphasised, as well as not simply displacing parking to other, undesirable locations such as surrounding streets or villages.

How your comments and options have been taken into account

- The Transport Evidence Base undertook a modelling exercise to understand the impact on the highway network if a range of different development scenarios were built out on the site. The work considered what the impact would be if current mode shares on the site were maintained. It showed that a business-as-usual approach would multiply existing local highway delays to an unacceptable level which it would not be possible to mitigate.
- Lack of spare highway network capacity in and around the area particularly at peak times, the limited opportunities to increase this in the future, the additional pressure to be placed on the road network by other developments such as the new town north of Waterbeach and the lack of wider policy support to increase general highway capacity into the city centre are all factors influencing the approach proposed for general vehicular traffic in the Area Action Plan. It has been concluded that for any further development to be delivered in the North East Cambridge area, this should not result in peak-period highway trips increasing above existing levels. Remaining within this 'trip budget' will require the existing relatively unconstrained car mode-share to be significantly reduced in the future, an approach which is in line with that adopted by the Greater Cambridge Partnership for Cambridge as a whole (i.e. reducing traffic to 10% to 15% below 2011 levels).
- The transport evidence also considered what car parking standards would be appropriate in order to support the trip budget. The study found that car parking across the area as a whole would need to be limited to approximately the number of spaces currently utilised by Cambridge Science Park. This would require a significantly more restrictive car parking policy than the existing adopted Local Plans for new developments, coupled with a progressive reduction in parking availability across existing developments, as more alternatives to the private car come forward. This will require careful phasing of development and sustainable transport measures over the life of the North East Cambridge development.

What you told us about the Draft NEC AAP (2020)

Comments support the proposed approach to managing motorised vehicles through a trip budget and reduced levels of car parking, recognising that NEC is in a sustainable location and a package of measures is proposed which should enable

trips by alternative modes. Whilst one comment advocated the AAP could be more ambitious there were concerns about how the unprecedented requirements for non-car mode share and parking reductions will be achieved given the quantum of development proposed. Concerns were raised in relation to how the trip budget and car parking will be allocated across the AAP area, how reductions in car parking on existing sites can be achieved and accommodating the operational requirements of existing businesses, and in terms of the timing and delivery of strategic transport infrastructure such as the CAM to facilitate mode shift.

Comments expressed support for:

- The overall approach to mobility, focusing on reducing need to travel and prioritising walking and cycling rather than catering for vehicular trips.
- The principle of the vehicular trip budget approach to reduce and manage car use.
- The highly sustainable and well-connected location and promoting travel by sustainable modes.
- Low levels of car parking that encourage use of car clubs and alternative modes.
- The whole development should support every aspect of a zero-carbon lifestyle.
- The shift from predict and provide approach towards a vision and validate approach.
- Restricting space for cars creates a win win loop, making it pleasant and safe to walk and cycle meaning a far wider range of people will do so.
- Developer agrees that development can be achieved within the trip budget and with limited car parking.

Examples of supportive responses included:

- “motorised vehicular trips will need to be managed, and sustainable travel options enhanced.”
- “highly sustainable location, making it possible for businesses, residents and visitors to the proposed uses to travel by non-car modes of transport.”
- “set realistic restrictions on car parking based on goals that encourage the use of car clubs and pools, along with walking, cycling and public transport.”
- “The whole development should support every aspect of a zero-carbon lifestyle.”

Concerns and issues raised by responses included:

- It is unclear how the trip budget will be distributed across the site.
- The trip budget should be even more ambitious and parking even more stringent, with the suggestion that being car free should be the goal.
- Unrealistic expectations for the reduction of existing parking.

- Local Authorities should have a role in preparing a site-wide Transport Assessment and Travel Plan alongside the developers.
- The amount of parking is too low and will cause problems, including in neighbouring areas.
- Scepticism about the ability of the vehicular trip budget to control the amount of traffic generated.
- The balance of jobs to homes will result in a lot of in-commuting.
- Suggestion that certain trips should be excluded from the trip budget, including deliveries.
- Scepticism about how achievable the proposed mode share targets are.
- Scepticism and uncertainty about the delivery/timing of CAM and other public transport provision to provide alternatives to the car.
- High quality, traffic free, cycle infrastructure is needed within the site and wider, minimising conflicts with vehicles.
- Reduce trips and parking before construction begins.
- Keeping cars to the edges will have a positive impact on community liveability, place making and levels of active travel.
- Significant opportunities to further enhance non-car modes of transport and to increase number of 'internal trips'.
- Only physically disabled people should be permitted to use cars.
- Concern it will add to congestion on Milton Road, A14/A10 junction, and in nearby communities.
- City-wide approach to discouraging car travel and an integrated 24-hour transport system is essential.
- Discouraging car use to address climate change is an outdated concept as people increasingly work from home and switch to electric/hybrid vehicles.
- Provide electric vehicle charging infrastructure and electric car club vehicles.
- Concern that restricting car use will result in development that is not inclusive.
- Low levels and location of car parking does not allow for disabled parking and visitors including carers and trades people.
- Build underground car parking to make better use of land above ground.
- Concerns about locating car parking away from properties, including safety.
- Suggestion that new road access is needed to Fen Road.
- Suggestion for the creation of a low emission zone, restricting vehicles unless they are electric.
- Future proof plans and take into consideration changes in technology, social attitudes, Covid, Brexit and review travel needs and options regularly.

Examples of representative comments included:

- "There should not be a blanket requirement for each land parcel to reduce its existing car parking"
- "We would question how achievable these targets are?"
- "This is a significant and unprecedented reduction."
- "the operational requirements of all users must be considered and accommodated"
- "The trip budget scheme is ambitious"

- “If you build, traffic will increase. You can't stop that.”

How your comments and options have been taken into account

The vehicular trip budget approach to managing traffic generated by the site underpins the vision to bring forward a new development based around the needs of people rather than vehicles and to enable non-car modes of transport to compete more equitably with the private car for many trips.

The Transport Evidence base sets out how the trip budget has been determined and an additional appendix is included within the AAP to show how the trips are apportioned across the different AAP land parcels. Since the draft plan was published, the individual developers have been working collaboratively with the support of the local authorities and County Council to develop a High Level Transport Strategy which sets out the phasing of development for individual land parcels and the mitigation measures that are likely to be needed at each phase. As applications come forward, each developer will need to need to come forward with significant sustainable travel enhancements and demand management measures to demonstrate adherence to their strict vehicular trip budget. If an area shows no signs of being able to meet its trip budget then development will not be supported or, for development already underway, this will halt until this is resolved.

The trip budget is considered a challenging, yet achievable target based on mode shares evidenced elsewhere in the city and given the connections that exist or that will be delivered to the site. It is not clear from the Transport Evidence Base that stretching the trip budget further would be achievable. The employment figures in the draft plan were at the limit of what had been tested in the Transport Evidence Base, therefore the reduction in numbers of jobs that is now seen in Policy 12a gives more comfort that the trip budget is deliverable as it gives a better balance between homes and jobs and reduces in-commuting. Nevertheless, delivery upon the trip budget is still challenging.

Changes to the draft policy have been proposed to improve its effectiveness, including a requirement to keep the High Level Transport Strategy (prepared to demonstrate the trip budget is achievable based on the delivery of site-specific, local, and strategic interventions alongside the phasing of development) under review as development progresses. A requirement is added for a monitoring strategy to be secured to monitor delivery of the trip budget and car parking to ensure the development is not impacting on the wider area. Additional supporting text provides an update on the proposed application for civil parking enforcement within South Cambridgeshire which will provide greater leverage to control any undesirable parking displacement.

Further changes to the draft policy have sought to provide clarity on how electric charging provision for all types of vehicles should be designed into the public realm. Additional supporting text is included on encouraging a transition to electric vehicles.

Summary of changes to the policy

Policy requirement for the High Level Transport Strategy prepared by the main NEC landowners to demonstrate the deliverability and achievability of the scale of development within the trip budget is kept under review.

Policy amendment on electric charging points to require a management strategy for communal charge points, ensure appropriate provision is made for different vehicles, cycles and other micro-mobility modes, and that they are designed into the public realm, delivery / servicing areas and existing parking areas.

Policy requirement for a monitoring strategy to ensure compliance with the trip budget and car parking provision.

Additional supporting text to provide an update on civil parking enforcement in South Cambridgeshire to address any parking displacement.

Additional supporting text on supporting the transition to electric vehicles through the provision of electric charging points.

Additional appendix added to the AAP to explain how the trip budget has been derived, apportioned, and how the recommended parking levels were established.

Policy 23: Comprehensive and coordinated development

What you told us previously at Issues and Options (2019)

- There was broad support to require the masterplanning of sites within the Area Action Plan. Several respondents commented how this would facilitate the consideration of more innovative solutions for delivering local decentralised energy generation and supply, achieving low carbon development, and providing integrated water management. It was also considered that this approach would assist in implementing smart-tech and managing area-wide issues such as the requirement for high-volume cycle storage and the setting of design standards.
- Some of the landowners raised potential difficulties with providing decentralised energy in practice, highlighting both technical and feasibility reasons. They requested that any such policy requirement be flexibly applied.
- We had also asked whether the Area Action Plan should prioritise land that could feasibly be developed early and whether there were any risks associated with this approach. Responses were mixed. Some suggested early delivery was critical to providing confidence in the deliverability of the Area

Action Plan and supporting the early delivery of infrastructure. While others felt this could result in isolated developments within inadequate amenities across the area to serve the occupants. One respondent suggested that no sites should be prioritised until such time as the Waste Water Treatment Plant had been relocated.

How your comments were taken into account

- The preferred policy sets out a comprehensive and coordinated approach to the development of land at North East Cambridge that ensures all development contributes towards the vision for the area, including securing strategic connections, a network of legible open spaces, a consistent public realm, and coordinated management of movement across the area as a whole. The objective of the policy is to alleviate concerns associated with piecemeal development and ensure that new development maximises benefit locally. It ensures landowners are talking to each other and all parties aware of their role in delivering the shared vision for the AAP area, including the provision of important infrastructure projects that serve the area.
- Further, the policy seeks to ensure development proposals do not prejudice each other, or the wider development aspirations for the North East Cambridge area whilst enabling the component parts of the area to be developed out separately at different times, and yet provide a coherent whole when the area is fully built out. The later extends to the consideration of the management of infrastructure and assets that traverse sites and areas, ensuring consistency in approaches between neighbouring developments.
- This option is also preferable to the reasonable alternative – enable development plots to come forward without the benefit of a site-wide masterplan. Whilst incremental schemes might be more easily delivered, the constraints posed by site boundaries, neighbouring development or uses, and strategic infrastructure all have potentially limiting consequences for scale, layout, and viability. Across North East Cambridge as a whole, such consequences could depress the efficient use of land, the proper planning of development (in terms of layout, design, use, etc.) and the ability of development to support the creation of coherent neighbourhoods and the provision of social and physical infrastructure.
- With respect to prioritising land for early delivery, it is important to have regard to the purpose of the Area Action Plan, which is to ensure that the scale of change planned for North East Cambridge is guided by policies that meet the aspirations that the local community, landowners, and the Councils have for the area as a whole, as well as the places within it. The Area Action Plan is therefore not just about providing for new development and physical growth, but also the regeneration and realisation of the social benefits and improvements that new development can help deliver to the overall quality of place. The Councils preferred option is not to prioritise land for early delivery but rather to prioritise the delivery of key developments within the Plan's timeframe that are critical to the success of delivering the vision for North East Cambridge.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- General support but must ensure planning applications are capable of being submitted and granted ahead of the AAP
- Support for ensuring all developments contribute proportionately
- Need to ensure phasing of redevelopment takes account of existing business operations in close proximity until relocated
- Clarify that the detail and extent of the masterplan should be commensurate to the scale and nature of the application submitted

Overall, the responses did not seek to challenge the need for or purpose of the proposed policy. In this respect, the majority of comments were broadly supportive but sought clarity around the requirement for a masterplan, its extent & application to smaller development proposals, and how the policy would ensure the integration of existing uses either in the short or longer-term. Other comments were aimed at early development proposals ahead of the AAP, seeking acknowledgement of the regeneration benefits of such development for the wider area.

Comments expressed support for:

- Comprehensive and coordinated development & regeneration at NEC
- Securing appropriate & proportionate contributions to site wide infrastructure

Examples of supportive responses included:

“Policy 23 seeks to ensure a comprehensive and coordinated approach to development and regeneration at North East Cambridge, which is broadly supported.”

“Natural England supports this policy and requirement for development to demonstrate an appropriate and proportionate contribution to site wide infrastructure”

Concerns and issues raised by responses included:

- Appropriateness of masterplans for small schemes
- Masterplan extents
- Masterplan to demonstrate delivery of GI/Biodiversity/Climate Change
- Engagement of affected landowners
- Successful integration of existing uses
- Acknowledge the benefit of early development

Examples of representative comments included:

“The policy appears to be written more for some of the larger landowners, such as Anglian Water/Cambridge City Council, Brookgate/Network Rail, The Crown Estate and Trinity College. Where individual plots become available, such as in the case of

the Landowner/Site, it will be more difficult to show how it complies in the context of part b) of the policy (wider masterplanning). Consideration should be given to this in the policy."

"The level of detail/extent required for the masterplan should be commensurate to the scale and nature of the application submission."

"Smaller scale major development proposals at the individual plot level (which may for example comprise the provision of a single building) are unlikely to be sufficiently large enough so as to warrant a masterplan approach. Such development proposals remain capable of a proportionate contribution to the achievement of the vision and strategic objectives for North East Cambridge, however. The proposed policy should be worded to reflect such circumstances."

Additional information should be set out in the Area Action Plan as to how this [engagement with affected stakeholders] should be undertaken, with a specific requirement for discussions to be undertaken with all affected landowners prior to any proposals being drawn up and brought forward."

It is expected that the existing use would continue to operate for a temporary period or indefinitely if a suitable alternative relocation site is not identified. Therefore, an appropriate phasing of redevelopment sites must be provided to ensure that proposed uses are compatible with existing business operations on adjacent sites and in close proximity, including for the existing use, in order to avoid potential noise and residential impacts."

"The approach in the recently adopted local plan in respect of early submissions should not be watered down through the AAP process, indeed, through the AAP process the opportunity to bring forward Land at Cambridge North early should be explicitly acknowledged as beneficial to the regeneration of the area."

How your comments have been taken into account

The Councils consider that masterplanning can help improve urban design outcomes and create a higher quality place. This applies equally to a single development plot as it does a strategic site. Major developments can, by their definition, significantly alter the character of an area, even in the context of the regeneration of North East Cambridge. The exercise of masterplanning ensures, even on smaller sites, which are typically constrained by neighbouring uses, robust consideration is given to the surrounding context and to the layout, landscaping, built form, infrastructure, circulation, and servicing requirements. For these reasons, the Councils do not consider it appropriate to increase the development threshold to which the policy would apply or to introduce different levels of detail to be achieved based on the scale of a proposal. To do so would risk development of buildings and spaces that

lack coherence and squander the potential of a site. Cumulatively, this could significantly undermine delivery of the vision and objectives of the Area Action Plan.

Criterion C of the policy is already concerned with ensuring new development has regard to existing neighbouring uses, including their operation, and applies the agent of change principle to the new development to mitigate the impact of noise and other potential nuisance arising from the neighbouring use. The Councils consider the policy already mitigates the risk arising from the imposition of restrictions or possible closure of an existing business due to noise and other complaints from new occupiers of the development.

Nothing in the draft policy restricts early development coming forward within the North East Cambridge area before the Area Action Plan is formally adopted. However, it is not considered appropriate for the Area Action Plan to explicitly acknowledge early development as beneficial to the regeneration of the area. Early development proposals, rightly, need to be determined having regard to extant Local Plan policies that reflect the current position that the Anglian Water Waste Water Treatment Plant remains in situ and a significant constraint to the wider regeneration ambition of the area.

The councils appreciate that a development proposal may have impacts beyond surrounding sites and has therefore proposed a change to ensure any party affected by a proposal is to be engaged by the scheme proponent.

Summary of changes to the policy

Amendments to improve the effectiveness of the policy, including:

Additional references to public transport, active travel, community facilities, and Green Infrastructure;

Additional requirement for applications to demonstrate how they will support the delivery of a new community, including demonstrating how early residents will be supported through community development;

Additional reference to contributing to a coherent green infrastructure network;

Additional reference to demonstrating health and wellbeing impacts have been fully considered and accommodated for through design of the development and evidenced through the submission of a Health Impact Assessment;

Additional reference included to capture the requirement to engage all parties affected by a proposal;

Additional requirement that should development proposals depart significantly from the development assumptions that have informed the site capacities and

infrastructure requirements, they will need to be accompanied by an assessment of the implications for social and physical infrastructure provision, including triggers for delivery.

Policy 24a: Land assembly

What you told us previously at Issues and Options (2019)

Land assembly

- A mixed response was received to the suggested approach with some stating that it will help ensure the delivery of comprehensive redevelopment in North East Cambridge and others suggesting that all matters should be achieved through discussion given there is a strong shared ambition across the various landowners.
- There was concern that many of the current businesses could be left without premises due to the lack of alternative industrial and other business premises within the City. This could also result in the closure and loss of employment for local residents.
- The final question asked if land assembly is required where it can be demonstrated that this is necessary for delivering the agreed masterplan for the North East Cambridge area and/or the proper planning for development. Again, this received a mixed response regarding the use of Compulsory Purchase Powers to assemble land with some comments suggesting the Local Authority is not justified in setting out to use powers to purchase land they do not own and other suggesting that these powers would assist with delivering comprehensive development and that strategic opportunities should not be compromised by one or more parties that are unwilling to support the delivery of the North East Cambridge.

How your comments were taken into account

- In relation to land assembly the preferred option is to use Compulsory Purchase Powers, only if necessary, to secure land for comprehensive development.
- There was support for this approach over other approaches that could lead to individual negotiations and piecemeal development coming forward.
- The alternative approaches would also likely lead to the aspirations of the Area Action Plan and local residents not being met.
- The policy does not stipulate that Compulsory Purchase Powers will always be required and the Council will need to demonstrate other avenues of land assembly have been exhausted first.

What you told us about the Draft NEC AAP (2020)

Overall, the responses did not seek to challenge the need for or purpose of the proposed policy. With respect to sites/uses likely to be the subject of the policy, the comments highlighted that suitable and viable relocation sites have not been identified – with landowners/operators welcoming a discussion with the councils on this. Should relocation be facilitated, most affected landowners suggested they could bring forward redevelopment proposals that accord with the AAP?

Comments expressed support for:

- Positive intervention

Examples of supportive responses included:

“Support the use of CPO to prevent piecemeal or inappropriate development coming forward.”

“Positive intervention, in the form of land assembly and the relocation of existing floorspace and uses (and thereby existing businesses), is to be welcomed.”

Concerns and issues raised by responses included:

- No suitable and viable alternatives sites being identified
- Lack of alternative premises elsewhere within the City
- The need for discussion between landowners
- The need for discussion with the councils

Examples of representative comments included:

“At this stage no suitable and viable alternative relocation site is identified. [The existing use/operation] would be affected by the redevelopment of its existing site, and would welcome discussions with the Council to find a suitable alternative viable site from which it can operate [from] and release of value from their existing site to facilitate any move.”

“It would not be necessary or appropriate for compulsory purchase to be used because the site could be redeveloped in conjunction with the councils for the proposed business and housing uses, and designed to meet the policy requirements specified in the AAP.”

“The lack of alternative industrial and other business premises within the City could result in the closure of and loss of employment for local residents. It is critical that in bringing sites forward, due regard is had to the provisions of criterion (c), and that this should be the starting point before any consideration of CPO takes place.”

“It is vital that discussions are undertaken with all landowners in the first instance to try and agree/negotiate a combined approach. The site as a whole has a number of landowners and the Area Action Plan makes no reference to a ‘joined up’ approach. Early engagement with all landowners going forward is crucial and this does not seem to have been resolved yet.”

How your comments have been taken into account

Policy 12b addresses the circumstances for displacement of existing businesses as a result of the need to consolidate and intensify industrial floorspace into Cowley Road Industrial Estate and the northern portion of the Chesterton Sidings area. This includes the support the Councils will provide to existing occupiers to identify find suitable alternative sites.

Where landowners or developers are able to bring forward sites for redevelopment in accordance with the policies and proposals of the AAP it will not be necessary to call upon this policy. Rather, the policy only provides for those circumstances where a site or sites are important in achieving the delivery of the spatial strategy and usual market processes have failed to bring them forward, or where land assembly may be the best means to secure the proper planning for place – such as delivery of strategic infrastructure in the right place at the right time.

Summary of changes to the policy

No significant changes.

Policy 24b: Relocation

What you told us previously at Issues and Options (2019)

Relocation

- There were suggestions that the Area Action Plan relies on the relocation of the Waste Water Treatment Plant and therefore cannot be delivered in accordance with a Masterplan without its prior relocation.
- There was clear support from Anglian Water for a relocation strategy that is clearly defined and clarified to ensure its operation as a sewerage undertaker can continue to serve customers during construction and post redevelopment.
- There were concerns from several on-site operators that their operations are incompatible with the indicative Concept Plan from a noise, odour, and air quality view unless an appropriate relocation site is found. There were suggestions that the Concept Plan should be amended to reflect these businesses remaining on site.

- Other on-site operations highlighted that a coordinated approach would need to consider a range of issues including the potential relocation of the existing industrial uses, including the Veolia Waste Transfer Station and the builder's merchants on Nuffield Road, and expressed concerns that alterative accommodation had not yet been identified.
- Others agreed with relocating existing industrial uses depended upon an Industrial Relocation Strategy that justifies viable options and sighted that the Area Action Plan area is not a future viable option.
- The Environment Agency highlighted that there hasn't been any substantive appraisal of the issues, options and impacts of relocating the Waste Water Treatment Plant. They consider the relocation is potentially highly significant, and features cumulative effects with other projects, such as Waterbeach New Town and propose that a SEA/SA should address this.
- Finally, there were other comments concerning the bus depot which is a constraint and needs suitable relocation as well as general support for a relocation strategy which provides integration opportunities with existing communities.

How your comments and options have been taken into consideration

- In relation to the relocation of existing businesses the preferred option is for applicants to ensure they submit a relocation strategy where existing businesses may be affected.
- This approach would also support concerns from operators such as Veolia and Stagecoach that finding suitable sites through this process is imperative for their future operations.
- An important element of this approach is phasing the redevelopment and relocation of existing premises to ensure there is minimal impact on business operation and delay to the delivery of the Area Action Plan.
- If a relocation strategy was not in place this could significantly delay development and undermine the aspirations of the Area Action Plan as well as the strategic objectives of the area.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- There was support for the sequential approach with phasing of sites
- Concern over the relocation of the Waste Water Treatment Plant particularly the green belt/environmental impact.
- For existing businesses, they may require to remain on site unless a viable alternative location is identified or there is a high value alternative use.
- Need for impacts on businesses to be managed during and post construction
- Engagement with businesses by the council is key for ensuring relocation from NEC to an acceptable and viable option
- Specific suggestions on where and how uses should be relocated, or existing uses incorporated into the development

- Requested specific alterations to Policy 24b

The comments in direct response to Policy 24b were from NEC landowners or businesses located both within and outside of the industrial areas of NEC. Responses from those who potentially require relocating of their businesses generally said that they would prefer to stay but requested support from the councils if they were required to relocate. Alterations to the wording of the policy were also requested; two related to the policy text, one a change to the circumstances where a Relocation Strategy is required.

Comments relevant to Policy 24b from elsewhere in the consultation were generally concerned by the negative environmental impacts of relocating the Waste Water Treatment Plant or they provided specific suggestions on where and how uses should be relocated, or existing uses incorporated into the development.

Comments expressed support for:

- A sequential approach
- Positive intervention in the relocation of existing businesses and via land assembly.

Examples of supportive responses included:

“Support policy and in particular the sequential approach to relocation. This policy should also refer to the high levels of growth to be enabled by the relocation of the Waste Water Treatment Plant in the first instance.”

“Positive intervention, in the form of land assembly and the relocation of existing floorspace and uses (and thereby existing businesses), is to be welcomed.”

Concerns and issues raised by responses included:

- The need for the Council to engage with landowners/businesses.
- The policy does not address the circumstances where a business is happy to relocate.
- The Waste Water Treatment Plant should not be relocated as this is likely to be on a greenfield/greenbelt site and its relocation is not environmentally sustainable.
- Lack of engagement by the Council.
- The proposed replacement uses will not make relocation viable.
- No wish to move – request that housing etc be designed around their existing use.

Examples of representative comments included:

“As set out in the response to Policy 26, it appears that the policy requirements for a replacement facility might be difficult to achieve on a suitable alternative site without assistance and support from the Council …”

“The assistance and support of the Council will be required to enable [our business] to relocate its existing operations in a viable manner.”

“Where a willing landowner who operates an existing business has agreed to sell their land for redevelopment and relocate elsewhere, and in these circumstances the requirement for a relocation strategy to be prepared for a planning application should not be necessary”

“How can you claim this is a brown field site development when the existing Anglian Water waste treatment plant currently occupying the site has to be moved to what appears to be a choice of 3 green field sites? This contradicts low environmental impact by further destroying the current green fields.”

“Embarking on a substantial construction / relocation, that is not without risk on many levels, to a greenbelt location, would not seem to be maximising the role in responding to the climate crisis”.

“Given the failure to engage on this site, the legitimacy of the outcomes from these workshops could be challenged.”

“[Our client] broadly supports the policies for redevelopment of the site and the surrounding area, but it is requested that more flexibility is allowed in terms of the mix of uses and the building heights at the site.”

How your comments have been taken into account

This policy, alongside Policy 12b: Industry, have been altered to reinforce the objective of the AAP to ensure that the regeneration of NEC does not result in a loss of the existing industrial floorspace present across the area. The changes clarify that the policies concern only the protection of the floorspace and not the existing occupiers. This recognises that industrial use requirements are likely to change over the Plan period, but some existing industrial uses could be displaced. Where existing uses may be displaced, the Council will look to works with affected occupiers to help identify suitable alternative sites. Together, the policies promote the consolidation and intensification of industrial use to the Cowley Road Industrial Area and the northern portion of the Chesterton Sidings area.

Policy 24b now provides specific guidance on a number of existing protected or safeguarded uses. These include the Waste Transfer Station, the Bus Depot, and Aggregates Railheads located within or around Cowley Road Industrial Area. The preference in the AAP is to see these uses relocated to suitable off-site locations to deliver upon the spatial framework being promoted through the AAP but recognises this process may take time and require interim measures. Where the waste and minerals operations are retained, the policy requires that new development does not prejudice their ongoing operation. The Agent of Change principles is applied –

whereby, the new development is responsible for mitigating the impacts of the operations on the new development and ensuring appropriate environmental and amenity standards can be achieved for occupiers or users of the new development.

Summary of changes to the policy

Addition to Policy 12b to include reference to the support the Councils will give to occupiers that may be displaced.

Amendments to Policy 24b clarify the intention to protect the existing industrial floorspace and not the existing use of the current occupier.

Additional guidance added to Policy 24b around specific existing safeguarded or protected uses, the preference that these are relocated off-site, and if required, interim arrangements.

Policy 25: Environmental health

What you told us previously at Issues and Options (2019)

- You raised several concerns regarding environmental health impacts from existing business activity on the site and what this could mean to health and wellbeing in terms of noise, air quality and odour. Further concerns relating to business activity were expressed by Veolia as it was highlighted that their operations are incompatible with the indicative Concept Plan due to noise and air quality considerations, unless an appropriate relocation site is found and suggested that the Concept Plan should reflect this.
- You suggested that commercial and business development should be located in close proximity to Cambridge North Station to negate the need to locate residential there as this would have a detrimental impact on noise.
- Most of the concerns you raised were related to impacts from traffic including the A14 on air quality and noise levels and the lack of information about the broader composition of site areas and environmental constraints including the intensification
- of employment space and numbers, car parking, mixes of uses, open space including noise and air quality contributors. Along with this there was a request to look at noise barrier mitigation.
- You substantially supported the redevelopment of the area around Nuffield Road to mixed uses, to reduce heavy industrial traffic uses including HGV traffic in the area which will improve the environment in existing communities, including Shirley School.
- You raised concerns that existing development doesn’t currently address walking and cycling routes such as Milton Road. You suggested that the delivery of a low car and reduction in noise pollution could enable Milton Road could be redesigned to address this.
- You made comments in relation to odour and its impact from the Waste Transfer Recycling Centre as well as the relocation of the Waste Water

Treatment Plant. There was acknowledgement that further analysis should be undertaken to identify the potential risk of odour from the Waste Water Treatment Plant and the acceptability of different types of development.
- There were comments made in relation to water contamination. The Environment Agency placed great importance on addressing contamination at the implementation stage. It was also pointed out that the Waste Transfer Recycling Station relocation has yet to be identified and that contamination needs to be considered as part of any relocation.

How your comments were taken into account

- The proposed policy places great emphasis on development proposals addressing cumulative Environmental Health impacts to ensure amenity, health, and quality of life for new residents and business are not compromised.
- The second paragraph of the policy addresses the requirements that sensitive development such as residential uses need to be appropriate for its location. The policy also identified that conditions or obligations will be used to require mitigate through design noise and pollutants from the site.
- The policy requires development proposals to be accompanied by an appropriate environmental impact assessment to ensure environmental health considerations are either considered in isolation or cumulatively and appropriate mitigation identified.
- The policy supports the delivery of a noise barrier as the most effective way of mitigating noise from the A14.
- The preferred policy also requires the safeguarding of existing facilities within North East Cambridge to ensure they are not undermined by new development and to support proposals that make them publicly available.
- The policy emphasis that new sensitive development should be located in areas where it can coexist with existing uses and not prejudice their operation. This policy will ensure that any existing business within the Area Action Plan area that are to be relocated in the later phases of the plan will not be compromised by new development.
- Finally, the policy highlights the importance of early pre application discussion with the LPA to determine the individual impact assessments required as part of the development proposals.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- Noise and disturbance concerns between new sensitive uses and retained uses
- Insufficient definition of land contamination definition and policy criteria
- Lack of previous land contamination and feasibility assessments
- Robustness of odour evidence in support of the policy

Comments expressed support for:

- Esurance that environmental impacts are considered for development at North East Cambridge and identifies criteria for development are welcomed. The existing waste recycling transfer facility at the Veolia site off Cowley Road is expected to continue until a suitable and viable alternative relocation site is identified.
- The operations associated with the waste recycling transfer facility e.g., noise, odours, and vehicle movements, could be incompatible with new residential, commercial, town centre and community uses on neighbouring sites without appropriate phasing and the effective relocation of Veolia's operations. Therefore, the criteria in Policy 25 relating to noise and air quality to be assessed as part of design and layout (criteria c), new sensitive uses to be integrated with existing businesses (criteria d), and to avoid unreasonable restrictions on existing business operations (criteria e) are supported.
- Policy 25 seeks to ensure that environmental impacts are considered for development at North East Cambridge and identifies criteria for development. As set out in the Introduction, a number of technical reports have been prepared in support of the current planning application for the redevelopment of the site at 127-136 Cambridge Science Park. The assessments of the proposed development demonstrate that there would be no significant adverse environmental impacts associated with the redevelopment of the site. Therefore, the proposed redevelopment of the site would be consistent with Policy 25.
- We generally support this policy and its requirements to protect the natural environment.
- There was support for criterion (e) in relation to ensuring no unreasonable restrictions on existing business operations and facilities being fully supported.
- There was also general support over the criteria within the policy that stipulates noise and air quality assessments being required at the design stages of proposals as well as the general requirements to protect the natural environment. A related point under question 3 which refers to location and mix of uses at the new centres within NEC were generally supported to as respondents felt that industrial uses and HGV movements do not relate well to residential amenity in terms of noise and air pollution.

Examples of supportive responses included:

"Support for a noise barrier adjacent to the A14 to mitigate noise impacts throughout the NECAAP area".

"Support for noise and air quality to be assessment as part of design and layout, to ensure the continuation of existing businesses and integration of new sensitive uses and to avoid unreasonable restrictions on existing business operations".

"Overall support for the policy requirement to protect the natural environment".

“Support that all new developments should be required to demonstrate that existing uses and their operation can be protected for the long term”.

“Support that the Land Use Plan propose allocation of commercial and other less noise-sensitive uses further away”.

“At this stage, we would like to re-emphasise the above and support the inclusion of Policy 25 ‘Environmental Protection’ and Policy 26 ‘Aggregates and waste sites’, particularly in light of the new ‘Proposed land uses’ shown on Figure 11 of the latest version of the AAP”.

Concerns and issues raised by responses included:

- The noise of high-density dwelling needs government to agree to change building regulations and design criteria.
- The industry will be staying on the site. One of these is the concrete mixing site. Dust levels can impact the respiratory health not only of the workers but also the 18,000 or more residents who will live near it. There needs to be strict rules to prevent poor air quality.
- The flats will be close to the A14, a very busy road with a very high proportion of HGVs. There needs to be good provision in place to stop air and noise pollution.
- Lack of robust pre consultation and framework plan air quality, noise, and land contamination evidence
- Lack of WwTW relocation considerations
- Lack of prior assessment of noise sources from railway and proposed CAM on future uses
- Land Use Plan needs reconfiguring to position sensitive land uses/receptors further away from noise sources.
- No consideration of vibration and structure-borne noise from trains to and from Cambridge North station and from the future CAM network
- A number of site-specific noise sources are identified including transport and industrial uses.
- Business retention/operation and unreasonable restrictions
- Protection of the natural environment through this policy
- Mix of uses and location of new centres

Examples of representative comments included:

“The findings have an important bearing on the proposed layout of the NEC Area. There are fundamental implications for the Spatial Framework (Figure 10) and Land Use Plan (Figure 11), with a consequential effect on Draft Policy 1 and other elements of the Draft NECAAP. However, we consider that amenity issues such as noise and vibration are of utmost importance when planning and designing a high-quality new city district such as NEC”.

“There are concerns that the Cambridge City Council’s Technical note of the interpretation of Planning Applications in the vicinity of Cambridge Water Recycling Centre (October 2018) carried out by Odournet is not a robust evidence base on which to make decisions – see the Assessment of the impact of odour from Cambridge Water Recycling Centre on St John's Innovation Park Masterplan Phase 1 submitted as part of applications 20/03523/FUL and 20/03524/FUL”

“As well as the WwTW, the Veolia Waste Transfer Station site lies in the heart of the NEC Action Area. This waste site is safeguarded in the adopted Minerals and Waste Local Plan”.

“At the time of consultation, neither the WwTW or the Veolia Waste Transfer site have a strategy for relocation off-site and represent major constraints to the proposed development”.

“Objecting to the proposals to build 8000 home next to the increasingly busy A14 and Milton Road as there is increasing evidence that the pollution from road fumes from vehicle exhausts, tyres and road noise can seriously damage the health of people who live nearby”.

“The current proposals locate the most noise-sensitive uses, such as housing, on the east end of the site. The Land Use Plan (Figure 11) indicates that a high proportion of the proposed residential development will be sited close to the A14, although noise impacts from road and rail traffic will continue to be a long term issue in this area (as set out in the Noise Model and Mitigation Assessment, February 2020). By contrast, the Land Use Plan proposes the allocation of commercial and other less noise-sensitive uses further away. The proposed arrangement of land uses poses a significant challenge to design in terms of both façade requirements and ventilation / cooling”.

“Pre-application discussions with the Greater Cambridge Shared Planning Service to determine the individual submission requirements for impact assessments as stated should not be required. Guidance should clearly set this out”.

“There is no reference made to ensuring that development proposals located within proximity of Cambridge Wastewater Treatment Plant does not prejudice its continuous operation prior to its relocation. Similarly, there is no reference made to Anglian Water’s retained/new connections and assets once the new Wastewater Treatment Plant is operational”.

“It is therefore proposed that Policy 25 is amended as follows: ‘a. It is appropriate for its location and shall contribute to creating healthy internal and external living environments through preventing unacceptable risks and adverse / negative impacts on health and quality of life / amenity and the wider environment from matters such as land contamination, noise and vibration, artificial lighting and air quality (including

odours), from the local road and rail network, [existing wastewater treatment infrastructure] [new text] and existing and future industrial, commercial and business type uses

e. New sensitive uses shall be integrated effectively with [Cambridge Wastewater Treatment Plant (prior to its relocation) as well as any retained assets or new connections] [new text] and existing and future businesses so as not to prejudice their operation".

"There were general comments from promoters relating to the relative low impacts of odour from the existing WwTW on Neighbouring uses and areas. There were also comments relating to the concerns that no reference was made to neighbouring uses to the WwTW and the potential to compromise its continuous operation".

"Vibration and structure-borne noise from trains to and from Cambridge North station and from the future CAM network does not seem to have been considered. Moving residential buildings away from these sources would prove successful in reducing the impact of vibration and structure-borne noise on the foundation design of the buildings".

How your comments have been taken into account

There was recognition that existing businesses in NEC should not be unduly prejudiced by having restrictions on their operation by any proposed development. This is addressed by criteria e. which ensures unreasonable restrictions are not placed on existing businesses or operations, including operations safeguarded through the Cambridgeshire and Peterborough Waste and Minerals Local Plan 2036, which includes requirements on new development proposals within the Consultation Areas of these facilities.

There were objections raised about the robustness of prior land contamination assessment prior to the consultation and development of the framework plan. A site wide comprehensive Stage 1 Contaminated Land Assessment has been undertaken. There are also specific criteria in the policy that stipulates that prior to commencement of any development within NEC that assessment is undertaken.

Another objection concerned the lack of noise assessment connected with the railway and potential CAM network. The Noise Assessment undertaken by Aecom in fact assessed rail bourn noise and concluded that the decibel levels would not have a material negative impact on noise sensitive proposed used at NEC. In terms of CAM noise this has not been assessed as it is not a committed project and currently not being taken forward.

One of the comments suggested that a better and more balanced design could be achieved through locating less noise sensitive uses along the perimeter of the site in taller buildings, which would in turn act as a screen to the lower residential buildings

in the centre of the site, protecting them from the dominant noise sources. This has been one of the proposed noise mitigations that has been considered for the site but needs to be tempered with the acoustic design of buildings. Criteria d and f cover these points and it will be for the development management process to assess any proposed masterplans against this criterion.

With minor amendments it is considered that the policy will sufficiently control inappropriate development and protect existing uses at the same time as ensuring new proposals are designed with these uses in mind.

Summary of changes to the policy

Amendments to the policy wording to improve effectiveness. Removal of reference to the noise barrier (as it is addressed by other policies).

Additional references added to the supporting text to highlight national policy requirements regarding sensitive uses and the Cambridgeshire and Peterborough Waste and Minerals Local Plan 2036 regarding development and uses within the Consultation Areas of safeguarded sites.

Amendment to the supporting text to clarify that where noise barriers have been implemented, the effectiveness of these should form part of any noise assessment.

Policy 26 Aggregates and waste

What you told us previously at Issues and Options (2019)

- You commented that the aggregates railheads and waste transfer station should continue to be safeguarded, and some said that the aggregates railhead should be retained for future needs.
- One comment noted that the aggregates railheads is necessary to meet the wider needs of Greater Cambridge.
- You made comments on the impact of the Waste Recycling Transfer Station on future development, and that further analysis should be undertaken to identify the potential risks and the acceptability of different types of development relating to it. It was acknowledged that the location of an off-site re-provided Waste Recycling Transfer Station has yet to be identified and that land contamination needs to be considered as part of any relocation.

How your comments and options have been taken into account

- In line with your comments, the proposed policy retains the Cambridge North East Aggregates Railheads in its current location. In order to minimise the impact of HGVs on the District Centre, it is proposed to re-align the road access to the site as defined in Policy 21. Nevertheless, if the site can be relocated off-site or it is considered by the local Minerals and Waste Authority

that the site is no longer required, then the policy sets out a preferred alternative use for the site.
- The policy, in combination with the Spatial Framework and other supporting policies and diagrams, identifies that the Waste Recycling Transfer Station is an incompatible use within its current location and that it should be relocated off-site through engagement and collaboration with the local Minerals and Waste Authority.

What you told us previously at Draft AAP (2020)

A majority of comments, including those which were neutral or disagreed with the question, did not object to the principle of retaining the aggregates yard in the area. However, there were comments expressing concern at how transport associated with the aggregates yard would co-exist with residential uses. There was also a concern over the health impacts of the aggregates yard. In general, the comments stated that buffering the aggregates yard with industrial uses was a good proposal. However, there was a query over how effective the Linear park would be in providing effective amenity screening.

Comments covered:

- North East Cambridge being the right location to keep the aggregates yard
- Buffering it with industrial uses and ensuring that any buffer is robust and appropriately phased.
- Establishing a separate transport access

Examples of supportive responses included:

“The objectives contained within Policy 26 to safeguard the existing mineral operations in accordance with the area’s Development Plan and paragraphs 182 (detailed below) and 204(e) of the NPPF to ensure the safeguarding of the mineral transportation and handling operations are supported.”

“We support the specific direction within Policy 26 that accords with the need to safeguard mineral activities in accordance with NPPF paragraph 204(e) that states that “any residential proposal … will need to demonstrate how it achieves acceptable environmental standards (i.e., buffering) from the negative impacts of the aggregate railheads.”

Concerns and issues raised by responses included:

“There is no mention of what businesses will be in the area. I assume the aggregate plant will still be there which is known to cause respiratory problems and will now be very close to a large population.”

“Why did you propose to develop the site with a) water works there, b) an aggregate mixing site and c) a bus depot? Who'd want to live near there? Developers wouldn't.”

"…the AAP should ensure that proposed buffer/screens are sufficiently robust and provide adequate protection for potential future residential occupiers given the potential for unintended adverse impacts, or nuisance impacts, that could emanate from the mineral operations"

"The onus to protect or 'provide suitable mitigation' for future residential amenity is on newly-introduced land uses rather than established/ consented land uses and operations."

"As well as questioning how effective the narrow Linear Park would be in protecting the amenity of nearby sensitive receptors, we would also like to emphasise that phasing of development will be critical to ensuring that existing mineral operations can continue without adverse impact on new residential or similarly sensitive land uses."

"The access road to the aggregates depot must not go through residential areas."

"Tarmac is an existing established business, and a replacement facility should be located within or close to Cambridge in order to avoid the unnecessary transportation of aggregates and materials. The assistance and support of the Council will be required to enable Tarmac to relocate its existing operations in a viable manner."

"Any future potential relocation of the railhead would be discussed between Network Rail, DB Cargo UK Limited and their tenant Tarmac. Network Rail will engage with the GCSP if any changes to the railhead are proposed."

"I support Cambridge Past, Present and Future's recommendation to relocate industrial units and the aggregates railhead to the north-east corner of the site with a separate industrial access road added alongside the A14, which would remove large amounts of heavy traffic from the main route through the district."

Industrial units and the aggregates railhead should not be at the heart of the development. It will create a hazardous and unwelcome mix of traffic on the main residential access road. Far better would be to relocate these to the north-east corner of the site and/or create a separate industrial access road alongside the A14 from the north end of Cowley Rd.

How your comments have been taken into account

The Aggregates Railyards and the Waste Transfer Station are safeguarded sites within the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036. As such, proposals for alternative development within those sites must have identified alternative sites suitable for accommodating the two protected uses.

The two uses, as they are currently configured, are not considered to be compatible with the proposed future vision and development of the NEC area as a high density mixed use community. There are however no confirmed alternative locations outside of the Area Action Plan area to which these uses could be suitably relocated in line with Policies 4 and 15 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036. As such, both uses must be accommodated within the development proposals of the Area Action Plan until such time as an alternative site is identified.

In order to ensure that the two uses will not have a serious detrimental impact on NEC development a series of mitigation measures will reduce the impact of the uses. These will include the creation of a buffer of industrial and warehousing and storage uses around the aggregates railheads and the relocation of the Waste Transfer Station within this buffer. Their location together at the current location for the Aggregates Railheads will also ensure that industrial uses are focus in a single area so that the impact of traffic generated is minimised and effectively managed.

Any new development within the Consultation Area (circa 250m from the boundary of the safeguarded site, will be required to comply with the requirements within Policy 26 and Policy 25 of the AAP which requires proposals do not prejudice the existing ongoing operation of the facility and that applicants fully consider all environmental impacts and secure mitigation necessary to ensure acceptable standards for the future health, quality of life, and amenity of future occupiers or users.

As the Waste Transfer Station is likely to be relocated within the buffer for the Aggregates Railheads, more detail on this move and how it will be secured, has been included within the policy.

Further information on the acceptable environmental standards that will be needed to address the negative impacts of the aggregates railheads have also been added to the policy.

Summary of changes to the policy

Amendments to policy to require the Waste Transfer Station to be relocated to a site adjacent to the Aggregates Railheads within the Cowley Road Industrial Estate.

Amendments which add further information on the acceptable environmental standards that will be needed to address the negative impacts of the Aggregates Railheads and the Waste Transfer Station (if retained within NEC).

Policy 27: Planning contributions

What you told us previously at Issues and Options (2019)

- You acknowledged the need for developer contributions to deliver the infrastructure that will support development within North East Cambridge. There was no clear preferred approach to securing and delivering the necessary infrastructure, and whether it would be via a Section 106 agreement or an alternative mechanism.
- Given the complexities of the site, most comments seemed to support in principle a strategic site wide approach. Comments mentioned that a strategic approach could enable equitable contributions across different landowners.
- One comment mentioned that it was important that development also provides offsite enhancements.
- Your comments made it clear that, to achieve good growth principles and to improve the walking and cycling network within the area, developer contributions would be key in funding and delivering these.

How your comments were taken into account

- The draft policy responds to comments by identifying a robust mechanism that mitigates the negative impact of new development and contributes to site-wide infrastructure where relevant. These contributions are sought in a coherent manner to prioritise infrastructure that supports good growth.

What you told us about the Draft NEC AAP (2020)

Comments to draft Policy 27 supported developer contributions, in particular, the provision of open space. Some comments expressed concern for the viability of the Veolia site.

Comments expressed support for:

- North East Cambridge is the right location for industrial uses
- Affordable workspace
- Intensifying the uses

Examples of response to Policy 27 included:

“We welcome the requirement for appropriate planning contributions on a scheme-by-scheme basis to finance the early delivery of major strategic infrastructure including open space”.

“it is requested that any planning contributions and viability considerations for the redevelopment of the Veolia site reflect and take into account the costs associated with the relocation of the waste recycling transfer facility. As outlined within these Representations the value of the Veolia site needs to be maximised to enable a future relocation and therefore the introduction of business (B1) and housing uses are supported. S106 or other associated development costs should be minimised. If the redevelopment of the Veolia site and the associated relocation of the existing waste recycling transfer facility is not viable, then it will either not happen or adjustments will need to be made to the proposed quantum of development or mix and type”.

Concerns and issues raised by responses included:

- Would s106 be able to support biodiversity ambitions adequately
- Concern with the late production of the IDP and Viability Appraisal to test the acceptability of the policy, in particular, strategic infrastructure requirements – engagement ahead of Reg 19 is therefore requested
- Concern that the policy may not capture required contributions from early development within the AAP area
- The need to relocate an existing use, including land purchase, should form part of the consideration of viability and therein, the ability of new development to contribute towards infrastructure provision and costs
- Health care facilities should be reference in criterion a.

Examples of representative comments included:

“The AAP recommends a S106 agreement to fund the creation of a wetland nature reserve on Chesterton Fen. Is this realistic? How much will the land acquisition and landscaping cost? How much of that could a S106 agreement be expected cover? What additional funding sources will be used? We would prefer to see this area included in the AAP and subject to a local Development Corporation which would have the ability to implement it”.

“No amount of s106 money is going to over come the fundamental problems with the so called County Park next to a major road and issues with Chesterton Fen”.

“The Council’s will be aware of the Governments White Paper “Planning for the Future” and it’s propositions with regard to spatial planning, a stream-lined development plans system, proposals to replace the current Community Infrastructure Levy and S106 mechanism with a new Infrastructure Levy, changes to Standardised Housing Need requirements, etc. Potentially, these proposed changes will have material implications for content, scope and delivery of the AAP”.

How your comments have been taken into account

The importance of seeking the appropriate delivery of infrastructure to support needs generated by development is acknowledged. A number of comments were concerned with viability and the policy retains the ability to consider specific site circumstances. The proposed submission AAP has been informed by a viability assessment, to demonstrate proposals are achievable.

Amendments to the policy have been made to improve its effectiveness, providing greater clarity regarding how infrastructure and viability will be considered at the planning application stage.

Summary of changes to the policy

Amendments to infrastructure section to make the policy more effective.

Changes to the supporting text to clarify infrastructure requirements and their implementation.

Policy 28: Meanwhile uses

What you told us previously at Issues and Options (2019)

- You supported taking a positive, innovative, and flexible approach, enabling a balanced mix of uses to provide the early foundations for North East Cambridge where they would add vibrancy.
- You suggested that there should be no limitations on the scale of meanwhile uses as this would be contrary to their purpose and could stifle innovation and creativity, or their timescale which will be dependent upon the timescales of permanent development and a reasonable period of occupation may be needed to recoup investment.
- You commented that meanwhile uses should be compatible with surrounding uses, including the Waste Water Treatment Plant (depending on timing for its relocation).

How your comments were taken into account

- Reflecting your comments, the proposed policy for meanwhile uses provides flexibility for innovative solutions to be delivered in a timely manner. This will help establish behaviour and trip patterns from the outset and ensure North East Cambridge is a vibrant and attractive place for new and existing residents and employees.

- The policy seeks to ensure that meanwhile uses are coordinated and compatible with surrounding uses and would not prejudice development land from being brought forward.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- Support for the use of buildings which would otherwise remain empty
- Concern for the compatibility with adjoining uses and operation of existing businesses
- Concern for phasing early in the process
- Concern for design considerations

Comments support the principle of providing temporary meanwhile uses to add to the range of facilities within the area, and reuse empty or underused land and buildings, linked to the phasing of the development. Concern was expressed that these uses should be compatible with neighbouring uses including existing businesses and operations, and design considerations should make allowance for their temporary (possibly prefabricated) nature.

Comments expressed support for:

- Use of existing buildings which would otherwise remain empty
- ‘Meanwhile’ uses which could temporarily add to the range of facilities within the area and could reuse empty or underused land and buildings
- Recognition of the need to provide health care facilities in a phased and potentially temporary manner linked to the phasing of the development.

Examples of supportive responses included:

“Use of existing buildings which would otherwise remain empty.”

“Could temporarily add to the range of facilities within the area”

“Recognition of the need to provide health care facilities in a phased and potentially temporary manner linked to the phasing of the development is welcomed.”

Concerns and issues raised by responses included:

- Compatibility with neighbouring uses should be added to the list of criteria in Policy 28. It is essential that any temporary uses do not prejudice the continuous operation of existing businesses and operations.
- Design considerations should take into account that provision is likely to be prefabricated and only on site for a limited period while permanent facilities are developed.

- Need to ensure sites granted permission for ‘meanwhile uses’ should support the vision in terms of sustainable transport with high-quality cycling and walking access and safe, secure cycle parking.
- Concern that new facilities must be available from day one of occupation together with transport links
- Ensure that uses are flexible leaving spaces for the residents themselves to determine the nature of "the right mix of activity”.
- Care should be taken to maintain high-quality walking and cycling access throughout the different periods of construction, including to any ‘meanwhile projects’ on the site or in surrounding communities.
- Need to consider ways to provide affordable leases to smaller, local businesses.

Examples of representative comments included:

“Requested that compatibility with neighbouring uses is added to the list of criteria”.

“Take into account that provision is likely to be pre-fabricated and only on site for a limited period”.

“Local, independent traders will bring local knowledge, commitment to the community and higher quality, bespoke service, as well as a commitment to sustainability, biodiversity and accessibility that larger organisations simply cannot”.

How your comments have been taken into account

Meanwhile uses in North East Cambridge will be phased over a number of years with temporary planning permissions being used to create a vibrant and attractive place for new and existing residents from surrounding areas whilst development is ongoing. The policy ensures that meanwhile uses granted permission will complement surrounding uses and will be coordinated appropriately. Policy 23: Comprehensive and Coordinated Development also considers how early residents will be supported through community development.

Policy 28 and its supporting text have been amended to reflect the importance of meanwhile uses contributing to the emerging identity of North East Cambridge when granted temporary planning permission. The text has also been updated to provide clarity for meanwhile use proposals and the need to demonstrate that there will be no adverse impact on the existing or proposed neighbouring uses, transport network or environmental conditions, as well as the overall delivery of the Plan.

Summary of changes to the policy

Amendments have been made to improve the effectiveness of the policy, including the need to demonstrate that there will be no adverse impact on the existing or

proposed neighbouring uses, transport network or environmental conditions, as well as the overall delivery of the Plan.

Policy 29: Employment and training

What you told us previously at Issues and Options (2019)

- You commented that development should create employment opportunities for local residents in and around the area.
- You commented that the development process should be seen as an opportunity to encourage education and training in conjunction with local academies and colleges. This could include apprenticeships, work experience placements and employment opportunities for students attending these establishments.

How your comments were taken into account

- This policy evidences the need and requirement to provide employment and training opportunities for local residents as part of the development, construction, and end-use phases of the Area Action Plan's delivery.
- Cambridge Regional College is now located within the Area Action Plan area, establishing the link between development, innovation, industry, and education.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- Concern for the quality, availability, and inclusivity of employment/training opportunities e.g., need to include those living locally, existing Gypsy and Traveller communities, living wage, young people, unskilled workers etc.
- Concern for ensuring opportunities locally rather than those commuting
- Support for provision and contribution from developers for a range of employment, skills, and training initiatives e.g., at CRC (included through Section 106 Agreements) throughout and after delivery of the development
- Not enough Skills & Training opportunities for particular employment sectors e.g., construction
- Concern for consideration of Covid-19 regarding employment opportunities e.g., Working from home.

Comments, including those which were neutral or disagreed with the question, mostly agreed with the overarching aims and principles expressed in Policy 29. There was clear evidence that respondents understood the need for employment and training opportunities in the area even if they did not agree with how the draft Plan proposed this should be provided. Comments supported the provision of opportunities by developers throughout the development process, however, some

comments were concerned that the types and amount of training and opportunities was not enough.

Comments expressed support for:

- The potential of the AAP to deliver the vision of inclusive opportunities.
- Training and initiatives through Cambridge Regional College and other schemes.
- An agreed approach and targets for skills, training, and employment.
- The ambition to provide a range of employment opportunities.

Examples of supportive responses included:

“It is fantastic to see a vision for Cambridge which is driven by inclusivity and the environment. Done right, this can be a transformative project which delivers on the aims outlined… I would like to see more thought going into what you mean by inclusivity- how will specific groups be included? I would also like you to dwell more closely on the quality of the 'jobs' and 'services' on offer. How will you ensure that the jobs offered locally (e.g. in the coffee shops, supermarkets and restaurants and cleaning those businesses) will pay at least the Local Living Wage and enable employees to live locally rather than commute from cheaper areas e.g. King's Hedges”?

“I'd like to see the arts hub by CRC connecting young people and providing opportunities for them”.

“We would like this to change things so that the local community feels empowered by having opportunities in the science park. If an educational and enterprise-ship programme could be developed this would really create a positive impact to the hopes, expectations and aspirations in our community. In terms of education the employers should work closely with local schools, colleges and vocational institutions, such as CRC, to engage local young people and provide joint education, apprenticeships and career paths”.

“Targeted focus on construction upskilling would be useful as there no agreed targets for skills training is in place”.

“The ambition set out in the Draft AAP to increase opportunities for training and employment by developers contributing to a range of employment, skills and training initiatives is also supported in principle”.

Concerns and issues raised by responses included:

- Will the levels of employment actually be accommodated on the site?
- Where will the jobs originate from and how will they be managed during the build and after?
- Ensuring that reasonable targets are set throughout development stages.

Examples of representative comments included:

“I can't see how accommodating that number of jobs and residential accommodation in such a small area with limited transport links to Cambridge will work”.

“NECAAP claims 20,000 jobs will be created. Where are these jobs precisely? Given that the 8,000 dwellings will provide homes for 18,000 residents, at least 2,000 of these jobs will be outside the area. This means that people will travel to NECAAP from other areas in the region or country”.

“The number of local people, particularly young people, who work on the science park in professional roles is virtually nil. This reflects the fact that local education and support is not empowering the local community to benefit from the local jobs”.

“Plans for North East Cambridge should reflect that it is a key employment site for the City, with significant scope for employment creation in high-value knowledge intensive industries, and therefore should contain ambitions for higher levels of employment than have currently been identified”.

“I have thought for some time that most of the good jobs in Cambridge go to people from outside the city including those who move home. While this is good up to a point, it fails to address speciality skills shortages. I feel we are in danger of becoming two Cambridge’s at either end of the social ladder. We need jobs for all”.

“It is not clear though in the current draft how “access to new job opportunities, including an agreed target, created during the construction stage of development, will be secured through a Section 106 agreement” particularly in terms of how targets will be fairly and reasonably related in scale and kind to the development”.

How your comments have been taken into account

North East Cambridge provides an important role in creating a balance of homes and jobs as part of the Greater Cambridge economy. The NEC AAP recognises that there is sufficient demand for employment floorspace, evidenced in the Employment Land Review. The NEC AAP also identifies the opportunity to create meaningful employment and training opportunities, throughout the delivery and operational phases of the development. Policy 23: Comprehensive and Coordinated Development and Policy 27: Planning Contributions will ensure that a develop a balanced, mixed, and sustainable community is facilitated as well as supporting a number of the strategic objectives of the AAP.

The importance of providing inclusive employment opportunities has been highlighted din comments received. Amendments to the policy have been made, to

provide greater clarity regarding the requirements on developers, and the employment opportunities that should be delivered.

Summary of changes to the policy

Amendments to improve the effectiveness of the policy, including:

- Requirement for development proposed over 1000m2 commercial floorspace or 20 dwellings now requiring Employment and Skills Plan (ESP);

Additional specific requirements that the ESP must address;

- Clarification that the ESP will be implemented through a section 106 agreement.

Policy 30: Digital infrastructure and open innovation

What you told us previously at Issues and Options (2019)

- There were a range of comments regarding the use of smart technologies on site. It was highlighted that development construction should ensure high quality buildings, that smart initiatives could be used to reduce any impact on the highway network, and how the Area Action Plan can help futureproof buildings and infrastructure.
- You mentioned that the link between the existing and future innovation sector in this area should integrate high quality technologies within new homes and supporting ancillary uses as well as collaborate with local businesses and educational institutions. These should help the form and fabric of construction, building services, and also establish sustainable energy generation and supply.
- You commented on the interplay between the highway network and technology, highlighting the potential importance of smart technology to help achieve the trip budget.
- An innovative centralised refuse collection was mentioned to help to reduce demand of service trips.
- You suggested that deliveries should be consolidated given the growth of online shopping. Comments mentioned that this should be based on understanding the needs of residents and businesses and could be facilitated by a rail freight terminal accessed on Cowley Road that could become a trans-shipment hub appropriate given proximity to A14. You also suggested that cycling logistic firms could make last-mile deliveries within the site and wider area using cargo bikes and assigned delivery parking outside of peak hours.
- You mentioned that real time information and integrated ticketing would be important to improve the lives of transport users. Comments mentioned that users should have excellent access to and between different transport modes and that these are technologically integrated.
- You mentioned future proofing for new technology – for example, the Milton Road vehicular access to Cambridge Science Park was mentioned as having the potential for hosting more progressive transport technology.

You commented that routes should be protected for emerging light rail - or other technology - networks. The Guided Busway corridor was seen as having the potential for early delivery of a rapid transport, autonomous vehicle shuttle between Cambridge North Station, Cambridge Science Park and Cambridge Regional College.

There was some concern about adaptability of infrastructure over time. Comments mentioned designing in the possibility for repurposing of buildings and other infrastructure such as car barns and other buildings as circumstances change over time.

You mentioned that the Area Action Plan should allow for innovative solutions as technological advances come forward, rather than be absolute and restrictive.

How your comments were taken into account

The policy reflects the key comments and options that have been proposed. The policy seeks to establish high quality smart infrastructure that can support the delivery of development across North East Cambridge.

Buildings are expected to be high quality and adaptable to enable future proofing. In establishing potential for the capturing of open data the councils will support flexible innovation that can adapt over time; this could apply to services such as transport as well as monitoring environmental performance.

The Area Action Plan will aim to ensure that relevant data can be captured to help improve services such as deliveries and integrated ticketing to improve public transport usage.

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- Digital infrastructure provision
- Retention of digital economy jobs in North East Cambridge.
- Technology in the public realm
- Future mobility assisting sustainable travel options

Only two comments for Questions 1-11 alluded to digital infrastructure provision. There were only two direct responses to Policy 30.

Comments expressed support for:

- North East Cambridge should be at the centre of new digital infrastructure and open innovation.
- The use of technology in the public realm.

Examples of supportive responses included:

“Policy supported – particularly the application of technology in the public realm, data collection and management and ‘future mobility’ including assisting sustainable travel choices in the round.”

“North East Cambridge should be at the centre of new digital infrastructure and open innovation”.

“As set out in the ‘What you told us previously’, it is important that the Area Action Plan allows for innovative solutions as technological advances come forward, rather than being absolute and inadvertently restrictive”.

Concerns and issues raised by responses included:

- Concern about the viability of development given the level of infrastructure development.

Examples of representative comments included:

- Excellent for work and growth in the science sectors but should include some creative/digital areas
- The National Planning Policy Framework says that plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure).

How your comments have been taken into account

The emerging Area Action Plan acknowledges the support for its current approach will continue to integrate new digital infrastructure and open innovation into its development to meet wellbeing, environmental and economic objectives.

The policy has been amended to ensure that the North East Cambridge should be at the centre of new digital infrastructure and open innovation.

Summary of changes to the policy

Amendments to make the policy more effective including:

Requirement for early engagement with mobile network operators, support for small cell mobile technology, and inclusion of smart technology for waste management;

Deletion of text regarding off grid energy and cooling (as these issues are addressed by other policies).

Trajectories / Phasing

What you told us about the Draft NEC AAP (2020)

Some of the main issues raised during the consultation on the draft plan included:

- More development can be delivered on-site within the Plan period than identified in the draft AAP
- Office development should reflect recent Use Class changes
- The provision of a secondary school on site should be delivered earlier than set out in the draft AAP
- There should be a comprehensive approach to the redevelopment of sites to ensure existing and proposed uses are compatible

Most comments agreed that there should be a comprehensive approach to phasing to ensure that new and existing uses are compatible with each other, particularly around industrial uses.

Comments expressed support for:

- A comprehensive phasing plan

Examples of supportive responses included:

- “The comprehensive approach towards development and regeneration at North East Cambridge is broadly supported. However, a comprehensive approach must include the following: appropriate phasing of redevelopment sites to ensure that proposed uses are compatible with existing business operations on adjacent sites and in close proximity, including the existing waste recycling transfer facility off Cowley Road; ‘meanwhile’ uses that are appropriate and compatible with existing business operations on adjacent sites; and, the successful relocation of the existing waste recycling transfer facility to a suitable alternative site within close proximity of Cambridge.”

Concerns and issues raised by responses included:

- The proposed secondary school would be delivered too late
- New employment opportunities will be delivered before homes
- More office floorspace can be delivered on specific sites than what is set out in the draft AAP

Examples of representative comments included:

- “The capacity analysis previously provided to the Councils and included as part of applications 20/03523/FUL (South Cambs) and 20/03524/FUL (Cambridge City) demonstrates that some 50,000m2 of additional commercial floorspace can be satisfactorily accommodated on the Park;”
- “In the programme at the end of the Draft AAP shows the secondary school being opened in the period 2035-2040. This is at a too late a stage in development to provide the Council with the requisite flexibility to plan and deliver sufficient places.”
- “I'm appalled to see (in 8.9 Trajectories) that no homes will be built until 2025 whereas business development sees its most vigorous growth immediately in the 2020 to 2025 five-year period. For housing the most vigorous growth isn't until 2030-35. The need in Cambridge is for homes before offices.”

How your comments have been taken into account

- The Council's have undertaken further work on the NEC AAP Spatial Framework and the development capacity testing of the site to reflect the need to provide more informal open space and children's play space on-site and to create a more balanced mix between homes and jobs across the AAP area. Therefore whilst the AAP area may be able to accommodate some further development on top of what is set out in the Area Action Plan, it is important that the AAP creates a balance mix of homes, jobs, open spaces and supporting services and infrastructure to create a high quality place which delivers on the vision for the area.
- The Council's have also undertaken a Commercial Advice and Relocation Strategy to further understand the industrial relocation requirements and how these could be both phased and delivered.
- Further engagement with the various landowners across the AAP area as well as evidence in the Housing Delivery Study has resulted in changes to the housing trajectory for the AAP which now reflects recent and historic housing delivery in Greater Cambridge.

Summary of changes to the policy

- The housing trajectory has been updated to show that around 3,900 homes are anticipated to be delivered within the Plan period (up to 2041).
- The commercial and industrial trajectories have been removed from the Area Action Plan due to uncerntainies with annual delivery rates.

Schedule of representation reference IDs and the polices they relate to

The table below provides an index of all the responses received to the Draft North East Cambridge Area Action Plan in numerical order of representation ID and identifies the specific policy or policies that the responses relate to. Where a response only stated agree, disagree, etc. or made a comment which was not attributable to a particular policy or section of the AAP, then these responses will not be found in the table below. Nevertheless all responses have been reviewed and considered as part of informing the Proposed Submission AAP.

Note: each individual should have been notified of their representation ID number(s) via an automatically generated acknowledgement email sent from the Councils' consultation system. Alternatively, individuals can log onto the Council's online consultation system https://oc2.greatercambridgeplanning.org/document/213 to view their original responses.

Rep ID	Policy reference
51724	Policy 12a, Policy 12b, Policy 29
51725	Policy 16, Policy 17, Policy 19

Rep ID	Policy reference
51726	Policy 10c, Policy 15, Policy 14
51727	Policy 1, Policy 12a, Policy 12b, Policy 13a, Policy 13b, Policy 14, Policy 15
51728	Policy 14, Policy 21, Policy 16, Policy 27, Policy 12a, Policy 23, Policy 28
51729	Policy 17, Policy 14
51730	Policy 17
51731	Policy 8, Policy 16, Policy 7
51732	Policy 10c, Policy 15, Policy 14
51733	Policy 16, Policy 19
51734	Policy 1, Policy 12a, Policy 12b, Policy 13a, Policy 16, Policy 17, Policy 22
51735	Policy 14, Policy 10a
51736	Policy 25
51738	Policy 6a, Policy 7, Policy 21
51739	Policy 8, Policy 16
51745	Policy 14
51748	Policy 22
51749	Policy 14
51751	Policy 9, Policy 13a
51754	Policy 9
51755	Policy 22
51756	Policy 2
51757	Policy 4a, Policy 4b, Policy 5, Policy 16, Policy 17, Policy 22, Policy 25
51759	Policy 16, Policy 17, Policy 19, Policy 21, Policy 22
51760	Policy 16
51761	Policy 22
51762	Policy 13a
51763	Policy 17
51764	Policy 17
51765	Policy 8, Policy 16
51766	Policy 13a
51767	Policy 10a, Policy 6b, Policy 14, Policy 15, Policy 10e, Policy 10d, Policy 10c
51768	Policy 9
51769	Policy 8, Policy 16
51770	Policy 10c
51771	Policy 16
51772	Policy 14
51773	Policy 16
51775	Policy 13a
51776	Policy 8
51777	Policy 23, Policy 5, Policy 2

Rep ID	Policy reference
51778	Policy 14, Policy 13b, Policy 16, Policy 17
51779	Policy 14
51780	Policy 9
51781	Policy 21, Policy 22
51784	Policy 22
51786	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c, Policy 5
51787	Policy 7
51788	Policy 10a
51789	Policy 9
51791	Policy 9, Policy 11
51792	Policy 9, Policy 6a
51793	Policy 8, Policy 9
51794	Policy 4a, Policy 4b
51795	Policy 22
51796	Policy 4a, Policy 4b, Policy 4c
51797	Policy 13b
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51799	Policy 8
51800	Vision/objectives
51816	Policy 14
51817	Policy 10a, Policy 14, Policy 15, Policy 30
51818	Policy 14, Policy 8
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51830	Policy 4a, Policy 4b, Policy 4c, Policy 5, Policy 25
51832	Policy 19
51833	Policy 8, Policy 21
51843	Policy 4a, Policy 4b, Policy 16
51844	Policy 1
51845	Policy 12a, Policy 23, Policy 26
51846	Policy 3, Policy 4a, Policy 4b, Policy 4c
51847	Policy 4b
51848	Policy 4c
51850	Policy 14, Policy 15
51851	Policy 16
51852	Policy 13a, Policy 13b
51853	Policy 8, Policy 14
51854	Policy 10a
51855	Policy 19, Policy 17
51856	Policy 16, Policy 17
51857	Policy 1, Policy 10c, Policy 13a, Policy 16, Policy 17, Policy 22
51859	Policy 9
51860	Policy 5
51861	Policy 22

Rep ID	Policy reference
51862	Policy 2, Policy 3
51863	Policy 22
51864	Policy 17
51866	Policy 17, Policy 23, Policy 12b, Policy 13a
51870	Policy 9, Policy 6a
51871	Policy 9, Policy 2, Policy 22
51873	Policy 1
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51875	Policy 9, Policy 25, Policy 13b
51877	Policy 22
51880	Policy 2, Policy 5, Policy 25
51881	Policy 12b
51882	Policy 16, Policy 17
51883	Policy 12a, Policy 12b
51884	Policy 9
51885	Policy 22
51886	Policy 2, Policy 3, Policy 4a, Policy 4b
51887	Policy 16, Policy 15
51888	Policy 16, Policy 17, Policy 19
51889	Policy 16, Policy 17
51890	Policy 9, Policy 10d
51891	Policy 22
51892	Policy 16, Policy 17, Policy 22
51898	Policy 22
51899	Policy 2
51900	Policy 15
51901	Policy 12a, Policy 15, Policy 13a
51903	Policy 9, Policy 11
51904	Policy 15
51905	Policy 17, Policy 22
51906	Policy 13a, Policy 11, Policy 30
51907	Policy 2
51908	Policy 16, Policy 21
51909	Policy 16, Policy 17, Policy 22
51910	Policy 8, Policy 14
51911	Policy 6b, Policy 8, Policy 9, Policy 11, Policy 16
51912	Policy 14, Policy 8
51913	Policy 9, Policy 13a
51914	Policy 8
51915	Policy 5, Policy 8, Policy 7
51916	Policy 16, Policy 22
51917	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c, Policy 8, Policy 15, Policy 26
51918	Policy 24b

Rep ID	Policy reference
51920	Policy 1, Policy 23
51921	Policy 8, Policy 23, Policy 26
51922	Policy 14
51923	Policy 9, Policy 26
51924	Policy 8
51925	Policy 26, Policy 5
51926	Policy 21, Policy 22
51927	Policy 10e, Policy 23, Policy 26, Policy 25, Policy 26
51928	Policy 16, Policy 21
51931	Policy 9
51936	Policy 13a, Policy 13b
51938	Policy 15
51939	Policy 13b
51940	Policy 14
51946	Policy 14, Policy 15, Policy 22, Policy 13b, Policy 21, Policy 12a, Policy 13a, Policy 10c, Policy 13f
51948	Policy 9
51949	Policy 8, Policy 22
51951	Policy 21, Policy 22
51952	Policy 8, Policy 7, Policy 14
51955	Policy 8, Policy 14
51956	Policy 19
51960	Policy 30, Policy 12a, Policy 10a
51961	Policy 16, Policy 21
51962	Policy 15, Policy 28
51963	Policy 1
51964	Policy 14
51965	Policy 9, Policy 8, Policy 6a, Policy 11, Policy 22, Policy 7
51966	Policy 16, Policy 19, Policy 22
51967	Policy 8
51968	Policy 5
51969	Policy 24b, Policy 21, Policy 22
51971	Policy 1
51972	Policy 9, Policy 6a
51973	Policy 8, Policy 9
51974	Policy 21, Policy 22
51975	Policy 1, Policy 2, Policy 6b, Policy 13a, Policy 10e, Policy 23, Policy 26, Policy 25, Policy 26
51977	Policy 17
51978	Policy 1, Policy 9
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56031	Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c, Policy 5
56032	Policy 16, Policy 19, Policy 22
56033	Policy 17
56034	Vision/objectives
56035	Policy 16, Policy 17, Policy 19
56036	Policy 14, Policy 16
56037	Policy 1, Policy 12a, Policy 12b, Policy 29
56038	Policy 6b, policy 16, Policy 1, Policy 10a, Policy 13a, Policy 13d, Policy 15
56039	Policy 14, Policy 17, Policy 10e
56041	Policy 8
56042	Policy 5
56043	Policy 22
56044	Policy 1, Policy 2, Policy 3, Policy 4a, Policy 4b, Policy 4c, Policy 17
56045	Policy 10d, Policy 16, Policy 17, Policy 24a
56053	Policy 5
56055	Policy 2, Policy 3
56057	Policy 2, Policy 5, Policy 8, Policy 9, Policy 12a, Policy 12b, Policy 13a, Policy 14, Policy 15, Policy 16
56058	Policy 14
56059	Policy 10d
56060	Policy 1, Policy 6b, Policy 14
56061	Policy 14
56062	Policy 10d, Policy 14
56063	Policy 14
56064	Policy 1, Policy 17, Policy 25, Policy 26
56065	Policy 1, Policy 5, Policy 9, Policy 12a, Policy 12b, Policy 13a
56066	Policy 1, Policy 5, Policy 9, Policy 12a, Policy 12b, Policy 13a
56067	Policy 1, Policy 5, Policy 9, Policy 12a, Policy 12b, Policy 13a
56068	Policy 1, Policy 5, Policy 9, Policy 12a, Policy 12b, Policy 13a
56069	Policy 1, Policy 5, Policy 9, Policy 12a, Policy 12b, Policy 13a
56070	Policy 1, Policy 5, Policy 9, Policy 12a, Policy 12b, Policy 13a
56071	Policy 1, Policy 5, Policy 9, Policy 12a, Policy 12b, Policy 13a
56073	Policy 1, Policy 9, Policy 10c
56074	Policy 1, Policy 2, Policy 5, Policy 6b, Policy 8, Policy 9, Policy 17, Policy 25, Policy 26

Rep ID	Policy reference
56075	Policy 26, Policy 13b, Policy 14, Policy 15, Policy 8, Policy 17, Policy 5
56077	Policy 17
56078	Policy 9, Policy 16, Policy 17, Policy 18, Policy 19
56079	Policy 1, Policy 26
56080	Policy 12a, Policy 12b, Policy 25
56081	Policy 10, Policy 15, Policy 16, Policy 17
56082	Policy 10c, Policy 12a, Policy 12b, policy 6b, Policy 9
56083	Policy 27, Policy 28
56084	Policy 9
56085	Policy 9
56086	Policy 8, Policy 17, Policy 27
56088	Policy 5
56090	Policy 16, Policy 17
56091	Policy 2, Policy 10e, Policy 23, Policy 26
56092	Policy 7
56093	Policy 9
56094	Policy 12a
56095	Policy 15
56096	Policy 21
56097	Policy 23
56098	Policy 28
56099	Policy 29
56100	Policy 2, Policy 4a, Policy 4b, Policy 5, Policy 12a, Policy 12b, policy 13a, Policy 16, Policy 17
56101	Policy 1, Policy 9, Policy 10c
56103	Policy 9, Policy 16, Policy 17, Policy 18, Policy 19
56104	Policy 10, Policy 15, Policy 16, Policy 17
56105	Policy 10c, Policy 12a, Policy 12b, policy 6b, Policy 9
56106	Policy 9
56109	Policy 7
56110	Policy 9
56111	Policy 12a
56112	Policy 15
56113	Policy 21
56114	Policy 23
56115	Policy 28
56116	Policy 29
56117	Policy 1, Policy 9, Policy 10b
56119	Policy 9, Policy 16, Policy 17, Policy 18, Policy 19
56120	Policy 10, Policy 15, Policy 16, Policy 17
56121	Policy 10a, Policy 12a, Policy 12b, Policy 6b
56122	Policy 9
56125	Policy 7

Rep ID	Policy reference
56126	Policy 9
56127	Policy 12a
56128	Policy 15
56129	Policy 23
56130	Policy 28
56131	Policy 29
56135	Policy 1
56136	Policy 2
56137	Policy 4a
56138	Policy 4c
56139	Policy 5
56140	Policy 6b
56141	Policy 7
56142	Policy 8
56143	Policy 9
56144	Policy 10b
56145	Policy 10e
56146	Policy 12a
56147	Policy 12b
56148	Policy 13a
56149	Policy 13c
56150	Policy 13e
56151	Policy 14
56152	Policy 15
56153	Policy 16
56154	Policy 17
56155	Policy 19
56156	Policy 22
56157	Policy 23
56158	Policy 24a
56159	Policy 24b
56160	Policy 25
56161	Policy 26
56162	Policy 27
56163	Policy 28
56164	Policy 29
56165	Policy 30
56166	Policy 1, Policy 23, Policy 27, Policy 22

6. Questions raised at online consultation events

This section records the questions asked by attendees at the following eight draft North East Cambridge Area Action Plan (NEC AAP) webinar Q&A online engagement events:

- Q&A 1: About the Area Action Plan - 4 August 2020
- Q&A 2: Business, skills and training – 13 August 2020
- Q&A 3: Climate change and water – 17 August 2020
- Q&A 4: Open spaces and biodiversity – 26 August 2000
- Q&A 5: Homes and community facilities – 3 September 2020
- Q&A 6: Design and density – 9 September 2020
- Q&A 7: Walking, cycling, and reducing car use – 15 September 2020
- Q&A 8: About the Area Action Plan – 21 September 2020

Q&A 1: About the Area Action Plan - 4 August 2020

- Will any of the land be available for self-builders?
- Is there any intention or desire to make the area a low or ultra-low emissions zone?
- From the slide on headline figures – what's the definition of genuinely affordable with regards to the housing?
- Am I right in thinking that the houses will be located next to the current business units located in the science and business parks?
- Regarding cycling and walking infrastructure are you going to follow new government design guide LTN 1/20
- Re my earlier tweet on the 2016-2031 sports and leisure strategy for Cambridge and South Cambridgeshire, have you all read that plan and started considering how your development will meet the shortfalls of sports and leisure facilities esp swimming pool (large) and sports halls?
- What assessment have you made of previous large development as Cambridge has expanded (going back to Romsey Town in late 19th C, Rock Estate pre WWI, Chesterton interwar, Queen Edith's and Arbury post-war, and Orchard Park 21st C? What has worked? What has not?
- What percentage of the plots will be available for small building firms? How will you avoid a monoculture of bland blocks?
- How can residents stop it altogether?
- What are your plans to ensure the homes are built to an environmentally friendly standard and aren't at risk of overheating in summer? Will any of them be built to standards such as Passivhaus?
- Will there be electric car charging?
- Are you at all involved with the St Albans rec development? And if so, will the new houses be needed alongside your development?
- Have you learnt the lessons from the Great Northern Road by the station, where estate agents sold apartments with balconies only to open out onto what now one of the most polluted roads in Cambridge?

- What arrangements for pool car use will there be? What's the direction of travel for private transport use e.g. the rapid rise of electric scooters, much smaller electrical engines and new battery tech?
- Noise pollution – whether traffic to large music systems is a constant issue in local council problems. How will you design out this problem?
- What conversations have you had with local children and schools? Esp on street design, park design, playground design and housing design? What communal facilities do they want?
- Can vehicular access from to area to Chester Fen be considered? At present, it's really isolated to the wider area.
- What are the buildings in the older residential areas that pre-date large housing estates that are conspicuous by their absence in places like Gt Kneighton and Orchard Park and newly built estates? Ditto Cambourne – what are your lessons learnt? Have you evaluated the town and its history?
- Imaging you're looking at the site in 20 years' time with all the building work done and everyone having moved in. What does failure look like and how will you avoid such a scenario in your design and planning stages?
- Can we protect the neighbourhood from A14 via a green wall or similar? Ideally A14 would go into an underground tunnel near Cambridge but that's probably out of the question…
- Will any arrangements for the proposed metro be included in the design?
- Note the long-term plan on water stress is Cambridge to grow without increasing the total water use for the city. How are you going to contribute towards water saving given your high density? It is on public record that the tributaries of the River Cam are demonstrating symptoms of water stress.
- What kind of cycling parking will be provided for residents and visitors? Bike hangars and secure cycle hubs like Waltham forest? Anything else?
- What unique features will give it a sense of place? What counts as the Cambridge feel referred to?
- Discouraging car usage around the local area and Cambridge definitely has its merits, but for those that still need a car to (e.g.) visit family further afield, these 'anti-car' sentiments are rather off-putting. Will houses have sufficient parking spaces so that cars aren't pushed out to existing streets?
- How will you ensure carbon neutrality, not just in the use but in the build?
- Will buildings be timber framed, as recommended by the UKCCC?
- It was said that some of the housing would be for key workers – how will it be decided what job roles count as a key worker for such purposes?
- If residents want to specify a particular point – such as the point made about timber frames – how can residents get such a requirement included in the plan?
- Really excellent first digital consultation. Many thanks, everyone!

Q&A 2: Business, skills and training – 13 August 2020

- Where can I find the typologies study referenced in the webinar?
- Where can I formally submit feedback on the draft North East Cambridge Area Action Plan consultation in relation to Business, skills and training?

Q&A 3: Climate change and water – 17 August 2020

- Many moons ago (probably in the noughties), I attended a presentation at then New Hall College on a water management strategy for the area – what happened?
- In the letter to xx from the environment agency dated 7 August they say: The Environment Agency determines that current levels of abstraction are causing environmental damage. Any increase in use within existing licenced volumes will increase the pressure on a system that is already failing environmental targets. How do you reconcile development with an acknowledged lack of water resource?
- Can I be clear. The time frames for new water resource are far longer than the timeframe for development
- The current graphic shows someone holding a carrot. What provision will this development make for residents growing food, which is a key element of a low-carbon community? We need dedicated facilities including allotments and community gardens.
- green roofs don't cut it, sorry.
- St Neots was hit by flash flooding not so long ago. How will you deal with this now raised risk during summer?
- Will some of that water be collected to water the green spaces?
- Answer on growing food did not mention allotments, I am aware as a Parish Council our only MUST is to provide allotments – what are the City Council obligations?
- Follow up on food growing: 18k new residents in an urban extension would require 18 acres allotments (if following 2006 city local plan) to reflect Cambridge's existing well-used provision. I realise the NE development is not an urban extension, but it clearly needs significant provision especially given the absence of allotments in nearby Orchard Park. What growing area (in the ground, not roods) will there be?
- What requirement is being placed on developers to use low carbon construction materials to limit embedded carbon?
- Can you insist that RICS standards are met?
- For amusement, note that timber was used for the framework of the roof of York Minster after it burned back in the 80s. I would have thought that was a tall building?
- It's very often deep basements and underground car parks that require more concrete and embody more carbon. Will you refuse permission for these?
- So are heat pumps part of the planning?
- Reporting flooding from Central Government – www.gov.uk/report-flood-cause

Q&A 4: Open spaces and biodiversity – 26 August 2000

- Areas connecting to did not mention the Mere Way.
- What interaction, if any, would you envisage with the adjoining allotment site?

- Kicking a ball about is fine on informal space, many sports need formal space that cannot go on a 3G pitch tennis, croquet, cricket, hockey
- These ideas seem excellent. Cynic might ask how confident are you that developers will take them fully on board? Some think planning authorities have no teeth...
- a little tongue in cheek, with the coming unitary South Cambs Council and SCDC and ECDC being parished would a parish council for the area be the right place to focus the management?
- Government paper on this slated for October and implementation by 2023
- Sorry xx see Orchard Park as this shows that a parish council is the right approach.

Q&A 5: Homes and community facilities – 3 September 2020

- You save 40% target for affordable homes. But if a developer comes forward with a planning application for a parcel, and then claims the viability exclusion, you are powerless to [make] the 40% happen?
- As a planning authority you can only comment and approve/refuse the application in front of you, not the one you want the developer to submit.
- The blocks of flats that are on the plans are so tall and these have so many problems, like wind tunnels, lack of private spaces etc. This doesn't seem at all attractive
- Homes England have a parcel of Northstowe Phase 2 being entirely factory built as part of the government's policy to encourage this to happen, especially given the shortage of building skills in an expanding area like Greater Cambridge
- Can the AAP include a requirement for factory buildings as a means of quick and cheaper and better insulate dwellings?
- Given that flats will likely be a majority of the housing in the area, is there any plans to limit developers' proposed ground rents and service charges? These seem to have been hiking uncontrollably in recent developments.
- Cambridge Junction/Light Cinemas/Bowling in the south and Corn Exchange/Vue in the centre areas serve well those areas. Is there plans to promote such commercial entertainment sites as part of this development to benefit existing and future North of Cambridge population?

Q&A 6: Design and density – 9 September 2020

- Will each block of flats have its own outside space/garden for residents?
- Can you comment on the need for lifts in high-rise and the problems with 1 person per lift in high-rise buildings recently?
- …and more than one staircase per building.
- Without an improved and subsidised better public transport system, how are discouraged car owners going to get about?
- If there is a negative perception of high density living, it may be because of the experience at CB1 (e.g.) where there have been problems with noise,

disturbance between flats, poor/inappropriate use of green space. How will you manage / avoid this anti-social aspect?

- Have you considered external shading in view of the climate heating up and insulated buildings being hard to cool?
- You've spoken about the amount of outdoor space as if it's luxurious, yet I understand it's only a total of 10 hectares – about the same size as Jesus Green – in total. If there are about 18,000 people living there, and the space is divided into small chunks, that won't be much, will it. Please comment.
- What are the timescales for the supporting evidence documents, particularly in terms of Heritage and Townscape?
- What are the timescales for the supporting evidence documents, particularly in terms [of] Heritage and Townscape?
- Cannot find any reference to a waste management system for the residential and commercial properties.
- Is there any flexibility in terms of the location of proposed land uses in the AAP? (i.e. the location of residential / retail uses / district centres.)
- On car ownership, as opposed to use, 25% of people moving into new homes (for them) were said in the preparation of the local plan to be 'immigrants' that is people moving into the area from outside greater Cambridge. Many will have relatives etc. where they used to live and will need a car for the weekend trips visits – car sharing will not work for them.
- 25% may be too low given the expansion expected – airport wing as was Darwin Green Waterbeach.
- Cycle storage needs to be plentiful, easy to use, in the right place, but tends to be an ugly storage area – do you have design ideas about this? Will they be underground, as often in the city centre?
- But you are creating MORE jobs that will create MORE commuting in to the area. Change the balance to offer more housing and rather fewer jobs.
- You talk about multi-level development – and show sports fields on roofs etc. If it is developed piecemeal there'll be no way to make thoroughfares / walkways above ground level. Will you specify floor levels and desire lines so e.g. a walkway through and over Milton Road is accessible for wheelchairs / buggies at a higher level could be incorporated?
- What about public transport provision?
- Those that move in will choose the accommodation on various criteria, nearness to employment. However, in time they may change employment – on average every six years. But they will not move if the job is still in Cambridge. And vice versa people already outside NEC then changing to jobs on the site. You are being unrealistic. PLUS the site will be ultra-attractive to London commuters (if especially we move to one of two days a week commuting) and they will fill up. So, 8,000 houses with average of 1.5 earners per dwelling means at best 8,000 people will need to commute in at the start and this will increase.

Q&A 7: Walking, cycling, and reducing car use – 15 September 2020

- As a person who broke my back and pelvis a few years ago, I am unable to walk more than a short distance, I therefore require my car to get to work,

shops, etc. (I am not registered disabled though). I am a qualified Transport Manager and therefore always look for the most efficient means of transport. Why would reducing car use help me assess work or services in any way at all? How would I get to other towns and villages locally without my car? Am I unwelcome in this new development?

- In due course I'd like to ask a question about management of displacement parking in neighbouring villages (Milton) and roads.
- Are COVID-19 related (transport) issues being explicitly factored into these plans (e.g.) a shift to work from home - so high-density development may be less favourable going forward?
- At what point in the future does the Council expect its Carbon reduction plan to produce a notable effect on the Global Climate? I understand that at best, even at net zero across the globe, this will not have any effect before 2100 at the earliest. How will the public be able to review this progress?
- What is planned for Mere Way?
- CB1 (North of Worts Causeway) development is planned with no cycle or walking connectivity to the surrounding houses, despite spaces having been left for exactly this purpose in the original estate layout. As you have just explained in detail, we cannot/must not build new areas without this sort of connectivity. Is there any mechanism that can and will be used to withhold planning permission until this is addressed?
- I understand land is being protected in case new provision becomes necessary to provide an alternative crossing over the Fen Road level crossing. Please can you indicate where that is likely to be?
- With 20k jobs and only 8k houses - assume 1.5 earners per dwelling (national average is 1) and take out 2000 commuting to London and spouses with jobs off site means 10k people commuting into area! This will require many people living some way from the site- even if only 25% commute by car, the whole concept is a nonsense
- There is a lot of support for a road bridge, rather than just pedestrian/cycle link across the railway and connecting to Chesterton Fen. This would make the route to the city centre/Chisholm Trail much safer for the high numbers travelling from NEC and free up the towpath for pedestrians as Fen Road would be more attractive for cycling. It would also help solve current issues with delays at the level crossing and anti-social driving in East Chesterton. Has a road crossing been looked at?
- Would the mobility hub include cycles appropriate for those with mobility issues e.g. e-bikes, tricycles?
- Will properties we actively marketed as suitable for no/low car ownership?
- Following on from xx query about properties being marketing for low-car ownership, will spaces in the car barns be free or paid for? In places where this has happened (e.g. Vauban in Freiburg, Germany) it successfully reduced car ownership levels to 164 vehicles per 1,000 people compared with 600 per 1,000 in the wider area.
- Yes - but if its affordable - people will want to move there, regardless of how many cars they own.
- As you say those moving there will know the type of site it is, so if you want to remain a two-vehicle dwelling you will live elsewhere and commute in.

- I also have a question from a Camcycle supporter on cycle theft - what consideration will be given to the security of parked bikes as the current high levels of theft are discouraging many people from cycling. Cambridge North has particularly high levels of theft.
- Indeed, people who can't get their staff to the Science Park easily, with easy parking, they will just move location. Many people come from far and wide to work, often with quick client meetings, etc. Not everyone wants or can work from home and live life on Zoom.
- Another concern is around the pedestrian/cycle links near CRC on King's Hedges Road. With a new cycle delivery hub here and a district centre how will car trips to the area be managed? The current junction is also very intimidating to people walking, cycling or using mobility aids - will this be improved for example removing road space/lanes to free up space for active travel and slowing car speeds?
- How many people currently work in the science park, and what is the modal share for commuting? How much does that need to shift to meet the (commendable) objectives in this plan?
- You've mentioned weekly Waitrose deliveries there - have deliveries coming into the site been included in the trip budget calculations or are all deliveries expected to go through the cycle logistics hub?
- The question about displacement parking was not answered live, in contact to what the comment says. . Sarah said there would be "other steps and other interventions" to control displacement parking. What would these be. We already have displacement parking for the CSP now.
- Can the cycle/walk bridge over Milton Rd be a 'green bridge like that on 'Mile End Rd', wide, with grass and trees rather than a narrow steel structure (Milton Rd could be much narrower) The underpass near the r'about will be very long and unpleasant
- Not a question, but: When decades ago I met with managers of the Science Park re 'sustainable travel' I was told, in all seriousness that the 'rental value of an 'office' was proportional to the number of car parking spaces available. Things have 'started' to change!
- Is bike theft a problem in the Netherlands, Amsterdam? If not, how do they manage that?
- Has the council ever considered building monorail systems that could literally go over the top of existing roads? It seems this whole development is about slowing people down, making things local, which could be great for some, as you say, but transportation should still be fast and efficient. The concentration on bikes and walking seems disappointingly , I realise it is very Cambridge, but I'm surprise the future is looking so slow, even the park and rides are tediously slow (and I'm only 44!).
- Would it not be better to have secure, controlled car barns outside theA14, to avoid people driving into the site.?
- I've seen a recent article claiming that the development will be amongst the most dense in terms of population in Europe. Higher than London. I'd this true? Does it suggest there is too much housing planned?
- Can you display the previous slide - with details?
- How does it compare to Orchard Park?

- I note you have skipped over my fundamental question on the balance of new jobs and dwellings
- And the impact this will have on travelling in.
- Thank you - you have been great.

Q&A 8: About the Area Action Plan – 21 September 2020

- Has a date been set for the members advisory group?
- Is there an opportunity to deliver more homes than the requirement to help affordability?
- OK - but what is the current Govt standard method MINIMUM figure if the next plan figure is not known yet?
- Is the Council able to target engagement on younger demographics and those which are not homeowners?
- Transport: can either of shared planning use powers to safeguard transport routes, especially walk/cycle routes?

Stantec consultants who are assessing water cycle for South Cambs have been working closely with developers Urban and Civic on Waterbeach plans which are funded by govt housing growth programme. Stantec are also presenting at OxCam Arc event later this year. Water Resources East set up by Anglian Water with board membership that is mostly corporate bodies have said that there will be no official consultation on Cambs water supply and that consultees on this will include bodies such as lnp Natural Cambs, board members of Natural Cambs include water companies and developers such as Urban and Civic and NGOs likely to receive funding for green landscapes prioritised? Who decides what is protected? How will you deal with seeming dominance of business interests and conflicts of interest? Will these be declared by those prioritising landscapes? Funding from water companies? Business interests? Just as Cllrs would have to do?

- Thanks for your time.
- How many people have attended this session?
- Many thanks. Very helpful.
- How can I ensure that when this particular submission is reviewed that known issues by the parish council and adjacent landowners are brought to the attention of the committee?
- In the consultation summer 2021, what exactly will be said about call for sites responses i.e. will decisions be made about some planning status e.g. some sites selected for further consideration?
- How might the Government's white paper on planning impact on the Local Plan process?
- Can further sites still be submitted for consideration?
- Can you say anything at this stage about how the need to plan for an aging population is being considered?
- Is this webinar going to be available to watch later?
- Yes, we will publish on the website
- How much employment land was put forward in the Call for Sites and how does this compare with first conversation need estimates?

- Will you consider sites put forwards for housing, for alternative uses (e.g. mixed use or employment)?
- As part of your evidence base will you be undertaking a greenbelt review?
- Does the assessed need for homes and non-residential space come from GCP itself or from national government? What are the overall targets for end of plan period and when is that?
- Can you give any indication on when the Site Assessment information referred to will be released?
- We have had a lot of difficulty accessing the interactive map and other documentation. In fact, it was totally unavailable over the weekend Has this been put right?
- I have seen the Cherry Hinton East submission and to my horror see that my house (which I've lived in since 1976) is earmarked for a rail station. Expecting me to wait for a year to make known my view is not acceptable. I have my mother 88 with dementia living with me and my civil partner is partially sighted.
- Will there be autumn workshops for agents, developers and landowners as well as the parish councils?
- Hi yes, these will be run for all stakeholders we have previously engaged with in workshops
- xx has indicated that the development of the right strategy will come first and the search for sites to fit will follow. When and how will the strategy be determined and published?
- It is taking a long time. Is there sufficient "in the bank", or will there be a planning blight, or a lack of control in the meantime?
- So far there is NO mention of the severe water shortage in Cambridge & Ely valley. If there is not enough water to support the existing population and the already approved plans there should be NO consideration of further homes being built. What are your plans to meet the water shortage?
- How will GCP take into consideration the govt current discussions over the new standard housing methodology in respect of the housing target for the new plan?
- Will all the sites submitted be assessed and will their conclusions be published?
- It sounds as though after selected preferred sites and consulting on them, those that make it through the process will be "invited" to make planning application - or some such process - are they any more likely then to get approval than a "cold " application which came through without going through this process?
- How will you approach communications with the public who do not have access to IT especially taking into account one of the usual avenues, libraries, are not accessible to the public and may not be for some time.
- One submission has a known legal issue that has not been highlighted in the submission. This is convenient preventing the land being used for anything other than agricultural use. How can I submit this information to the review panel as the submission is not painting the full picture?
- Will the choice of sites link in with transport planning, e.g. where the Metro might go?

- What accessible housing is planned for younger disabled people, who may have a family and need several bedrooms?
- If people are not flying into Cambridge any more, we won't need transient single rooms for Language students, Conferences, Internationals of any kind, and HUGE change to Tourism
- How does call for sites evidence correlate with landscapes known to have already been prioritised by Defra OxCam Arc Incp led by Environment Agency as Growth Corridor e.g. Gogs growth corridor given that Natural Cambs'' scoping nature for investment'' states OxCam Arc sites are funded by net gain offsetting. Notably exec Cllrs for planning and officers attend Nat Cambs meetings, plus there were two presentations on this particular Gogs corridor selected by planners at January's Local Plan debate.
- If you have considerably more sites proposed than land you need, will this give you greater ability to protect existing green belt from development?
- Do you have a defined list of criteria against which all the sites will be evaluated?
- In terms of timing how dependant is the Local Plan Strategy on the North East Cambridge AAP, should the AAP not follow the Local Plan?
- Will all site assessments be published or only the ones to be taken forward?
- Do you have time to pick up about the water availability issue?
- Will the questions and answers be published with the webinar?
- Hi all FAQs will be published on the website along with the webinar.
- Railways are there close consultations with developers of such as East West Rail development esp regarding infrastructure needs esp traffic. The effects can be massive and costly for villages on routes/developments planned
- Employment growth data which relates to this is being assessed by economic consultancy SQW Segal Quince and Wickstead key members of business group Cambridge Ahead. SQW worked on Cambridge Ahead's cluster data for CPIER and earlier prioritised GCP transport routes for Cambs CC and NIC. They are lead consultancy on Govt Gateway Review assessing govt growth funding? How will you deal with this conflict of interest?
- After the preferred sites are stated next year, in what stage would it be made available to tender for these sites, be it a green site or development site?
- What is the situation with current developer applications before the AAP is adopted? For example, the ‘Chesterton Partnership’ is expanding the area around Cambridge North and St Johns have a new application underway which includes some terrible cycle and walking facilities. Are there any restrictions on current developments if they fail to integrate with the proposed new AAP framework?
- Another question on a similar issue - what influence would the current plans for national planning e.g. dividing land into growth/renewal/protection have? Would this mean the local plan needs to be more specific than it has in the past?

Appendix D: North East Cambridge Area Action Plan: text changes between draft plan and Proposed Submission versions

North East Cambridge Area Action Plan: text changes between draft plan and Proposed Submission versions

Points to note:

- Moved text is shown in green underline and ~~strikethrough~~
- Inserted text is shown in purple underline and ~~strikethrough~~
- The contents and table of figures from the draft plan and Proposed Submission versions have been deliberately excluded from this document.
- As a tracked change document it has not been practicable to make this document accessible to e-readers.

1. Introduction

North East Cambridge is a 182 ~~hectares of~~hectare brownfield ~~land just a 15 minute~~site which is within a 15minute cycle ride from ~~the~~Cambridge city centre. The area has experienced sustained growth over the past 50 years through a number of highly successful employment parks and development of Cambridge Regional College. The Cambridge North railway station and more recently confirmed funding from central government's Housing Infrastructure Fund to relocate the Cambridge Waste Water Treatment Plant, creates a once-in-a-generation opportunity to comprehensively transform the area~~. This draft~~ and create a new city district for Cambridge. This Proposed Submission Area Action Plan is therefore based on the Waste Water Treatment Plant being relocated~~.~~

~~**We want to create an inclusive, walkable, low-carbon new city district with a lively mix of homes, workplaces, services and social spaces, fully integrated with surrounding neighbourhoods. What do you think?**~~

~~Please answer our ten big questions about the draft plans on our consultation pages at between 27 July and 2 October 2020.~~

~~You~~ and establishes a clear vision of not only how North East Cambridge can grow physically, but also ~~comment on all the policy detail, which is structured in seven sections:~~

1. ~~Context and objectives~~
2. ~~The spatial framework for North East Cambridge~~
3. ~~Climate change, water and biodiversity~~
4. ~~Design and built character~~
5. ~~Jobs, homes and services~~
6. ~~Connectivity~~
7. ~~Development process~~

~~The whole of this draft Area Action Plan, along with its~~ about supporting ~~research and evidence, can be found in a fully accessible, mobile friendly format on our website at and we encourage you to respond online. You can also find further~~

~~information about the consultation, online events, frequently asked questions, and more~~tangible social and environmental benefits that create a better overall quality of place and life for all.

The aim of preparing an Area Action Plan is to have a single, statutory document that provides clarity as to how this large, cross-boundary, site will be developed over the next 20 years and beyond. Development will take place over several phases by multiple landowners and developers and the Area Action Plan will ensure that development is both comprehensive and coordinated.

Once adopted the Area Action Plan It will form a part of the development plan Greater Cambridge for Greater Cambridge (Cambridge City and South Cambridgeshire), Development Plan which planning applications will be assessed. In using the Area Action Plan, it is essential that its policies are read as a whole rather than in isolation and should also be read together with policies and proposals elsewhere in the Development Plan.

The Councils are ~~currently~~still considering the ~~immediate~~medium and long-term implications of the COVID-19 pandemic. It is therefore appropriate that the Councils are maintaining a watching brief to address this issue within the Area Action Plan and will need to respond positively to any government guidance ~~and best practice.~~, best practice or changes to planning policy either whilst the plan remains in preparation, or after its adoption through monitoring its effectiveness.

~~1.1 Our vision for North East Cambridge~~



We want North East Cambridge to be an inclusive, walkable, low-carbon new city district with a lively mix of homes, workplaces, services and social spaces, fully integrated with surrounding neighbourhoods.

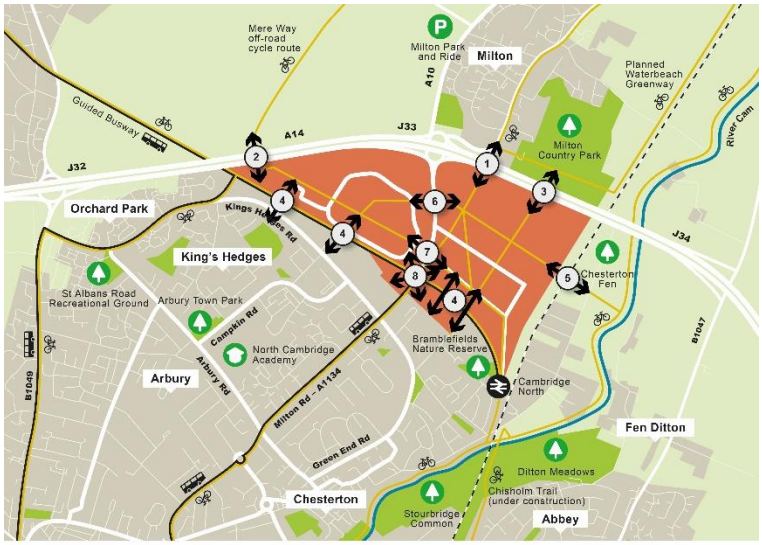
We have established some important principles to guide new development in the area, which we have developed in consultation with residents, businesses and stakeholders:

- North East Cambridge must respond to the climate and biodiversity emergencies, leading the way in showing how we can reach net zero carbon.
- It must have a real sense of place – a lively, mixed-use, and beautiful area which fosters community wellbeing and encourages collaboration.
- It should be firmly integrated with surrounding communities – physically connected, and socially cohesive.
- It will provide a significant number of new homes, a range of jobs for all, local shops and community facilities.
- It must be a healthy district where wellbeing, recreation and community safety are built into its design.
- It will be planned around walking, cycling and public transport first, discouraging car use, in order to address climate change.

You can read more about these strategic objectives in the section on Context and Objectives[LH1].

1. What do you think about our vision for North East Cambridge?

~~1.2Connected and integrated~~



NORTH EAST CAMBRIDGE AREA ACTION PLAN KEY

1. Improve links on either side of the Jane Coston Bridge
2. Existing underpass under A14 connecting to new cycle path
3. New underpass under A14 for Greenway cycle route
4. New crossing points over the Guided Busway (indicative locations)
5. New pedestrian and cycle bridge over railway
6. New crossing on Milton Road (likely to be underpass)
7. New crossing on Milton Road (likely to be a bridge)
8. Improved junction for pedestrian and cycle movement in all directions

— Key new strategic routes for pedestrians and cyclists

~~New development in North East Cambridge will be accessible for everyone. People must be able to walk and cycle across North East Cambridge easily and safely, from the villages to the city centre.~~

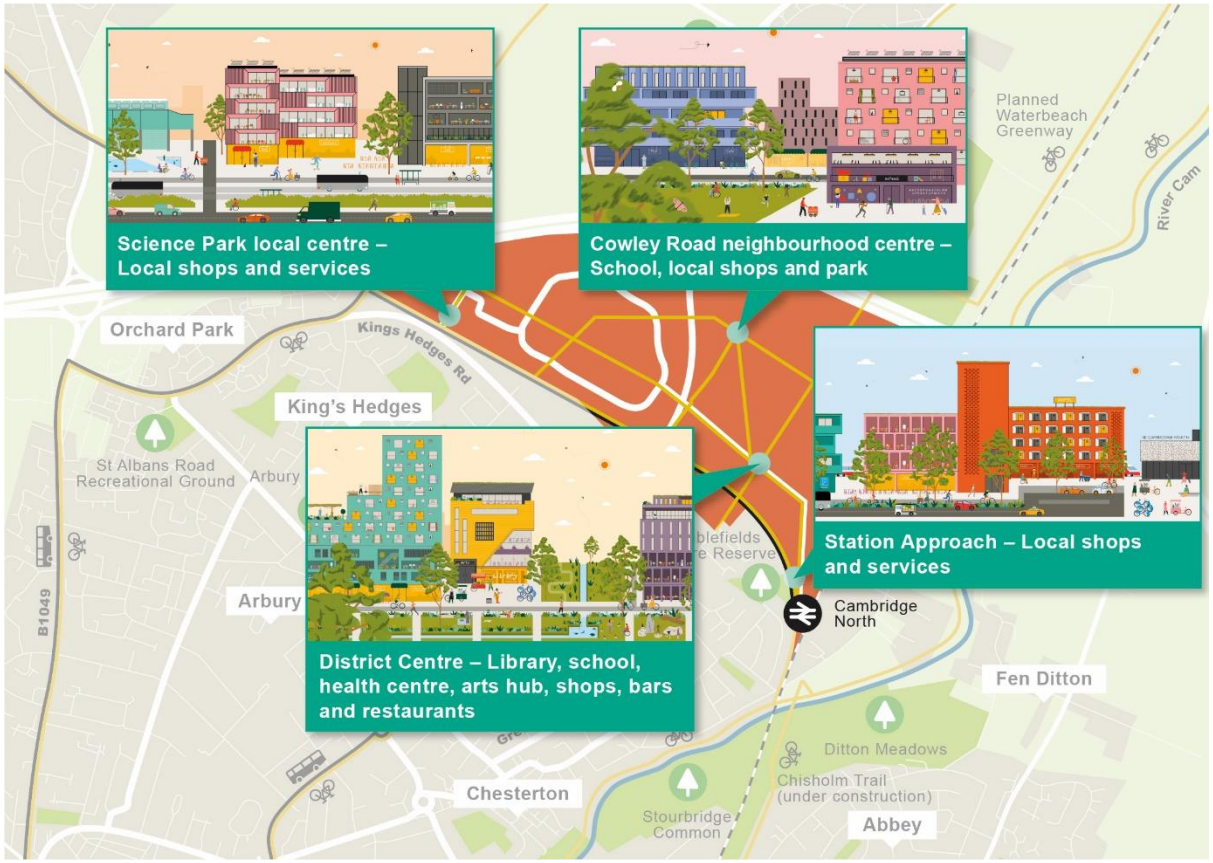
~~The whole of the Area Action Plan area is within a 10 minute cycle ride or a 30 minute walk from Cambridge North station. The street network will enable a seamless transfer from public transport to walking and cycling, ensuring that those who commute into the area don't need to drive to work.~~

~~The Area Action Plan includes new and improved crossings across Milton Road, the A14, the Guided Busway and other major routes, linking surrounding neighbourhoods with the new ones that will be forming. We will also be working with our partners and developers to maximise the availability and capacity of public transport in the area.~~

~~Read more about Connectivity.~~

~~2. Are we creating the right walking and cycling connections to the surrounding areas?~~

~~1.3 Social and cultural hubs~~



~~We are planning four centres within North East Cambridge to create active, lively focal points for new and existing residents and workers. These will include shops, places to eat and drink, and community facilities.~~

2. Context

~~Two centres will be located at the edge of the Area Action Plan area, where they will help to serve and integrate new and existing communities – around Cambridge North Station, and on the edge of the Cambridge Science Park near Cambridge Regional College. Another local centre will be created near St John's Innovation Park, and the larger district centre – with shops and restaurants, community and cultural facilities – will be located centrally to the main area of new development.~~

~~All the centres are located along key walking and cycling routes, making them lively and attractive places for businesses and residents.~~

~~Read more about North East Cambridge Centres [LH2].~~

~~3. Are the new 'centres' in the right place and do they include the right mix of activity?~~

~~1.4Homes and workplaces~~



~~We would like workspace, industrial space, homes and other activities to successfully coexist alongside, above and below each other to make best use of land. Currently there are only 3 homes on the site, while there are 15,000 jobs on the existing business parks and industrial estates.~~

~~We are planning for 8,000 new homes of different sizes and types. Around 40% of new homes will be genuinely affordable (rented and shared ownership) homes.~~

~~Alongside this, we are planning for a diverse and adaptable range of space for business, from start-ups to industry. This will bring about 20,000 new jobs to the area. We will ensure that there is no overall loss of industrial floorspace as we know how important this sector is for Greater Cambridge's economy.~~

~~Read more about Jobs and Homes[LH3].~~

~~4. Do we have the right balance between new jobs and new homes?~~

1.5 Social and cultural facilities



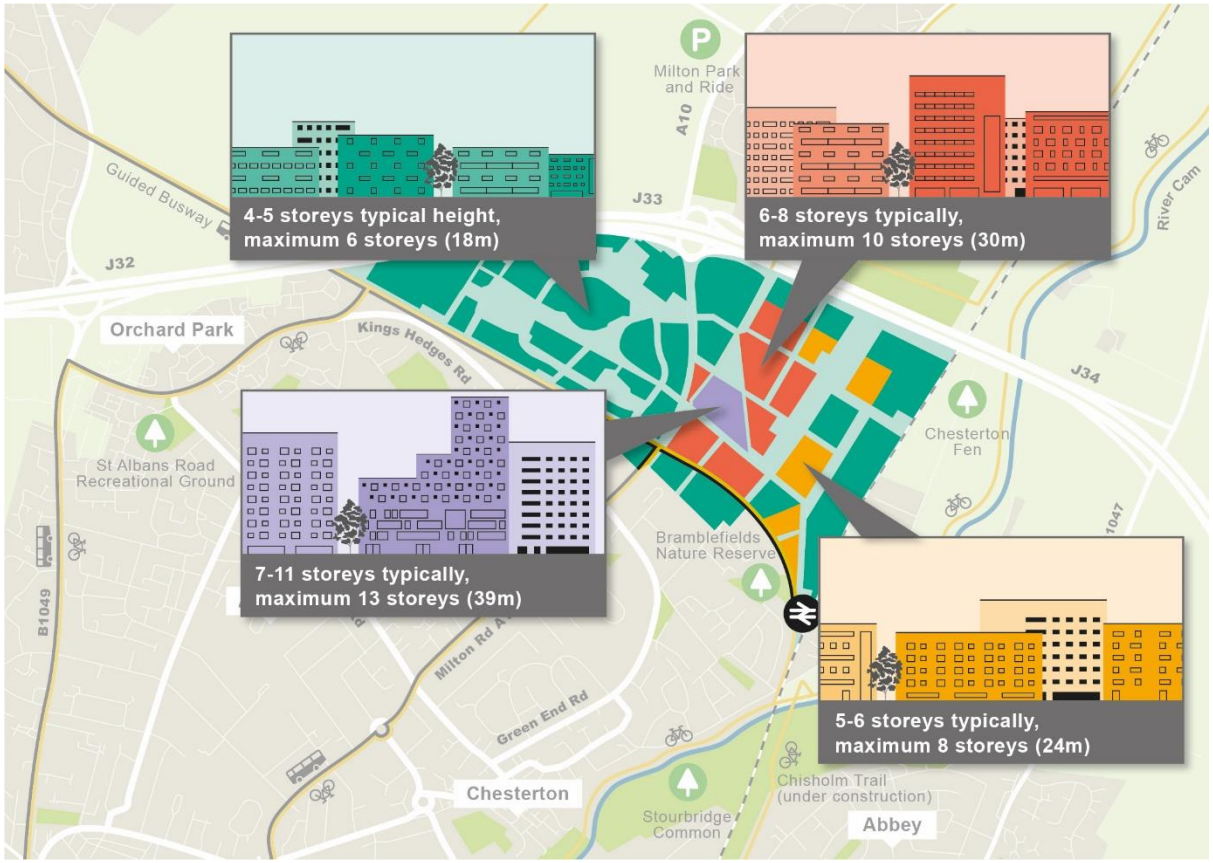
North East Cambridge will provide social and cultural facilities for existing residents living in the surrounding areas, as well as new residents and workers. The Area Action Plan plans for three new primary schools, and sets aside space for a secondary school if it is needed in the future. We also expect development to provide health facilities, a library, cultural facilities and a community centre.

The Area Action Plan requires that community services, including education and health provision, are provided as they are needed, so that we don't put pressure on existing resources. We also plan to improve existing community facilities in the area, and 'meanwhile' projects, working with existing local communities on short-term and temporary initiatives while the main sites are in development.

Read more about social, community and cultural facilities[LH4].

5. Are we are planning for the right community facilities?

1.6 Building heights and density



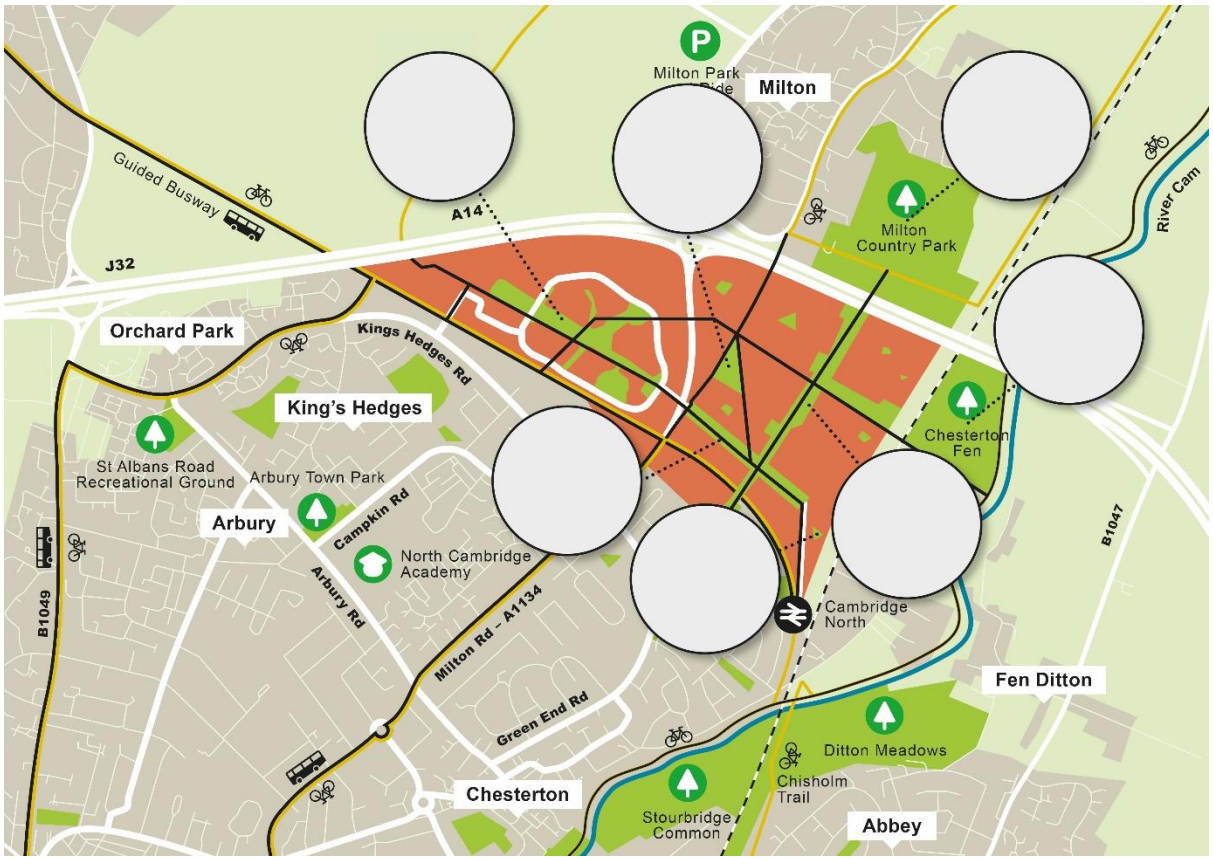
North East Cambridge is a very sustainable place to build – it is brownfield land, with good public transport, walking and cycling links. We want to maximise the opportunity this gives to build a critical mass of new homes and workspace in the area, meaning that more people can lead their daily lives without using the car, and reducing the amount of land we need to develop elsewhere in Greater Cambridge.

We have worked carefully to develop suggested building heights that will not have a negative impact on their context. On most of the site, we think that buildings could be around 4-8 storeys, while at the centre of the site, we are currently proposing that buildings could be up to 13 storeys high to create a visual focus around the district square. We are working with Historic England on further analysis of building heights on the historic setting of Cambridge, heritage assets and key views across the area.

Read more about our proposed approach to design and built character[LH5].

~~**6. Do you think that our approach to distributing building heights and densities is appropriate for the location?**~~

1.7 Open spaces



Alongside lively mixed-use development we want to make sure that everyone has access to good quality public open spaces, to benefit their health and wellbeing. The Plan proposes a new linear park stretching from Milton Country Park to Nuffield Road, and many other green spaces across the area.

We will also be improving access to nearby green spaces such as Milton Country Park and Chesterton Fen, which is between the Area Action Plan area and the River Cam. This will be connected to North East Cambridge by a new pedestrian and cycle bridge over the railway line.

Read more about our plans for open spaces[LH6].

7. Are we planning for the right mix of public open spaces?

1.8 Biodiversity

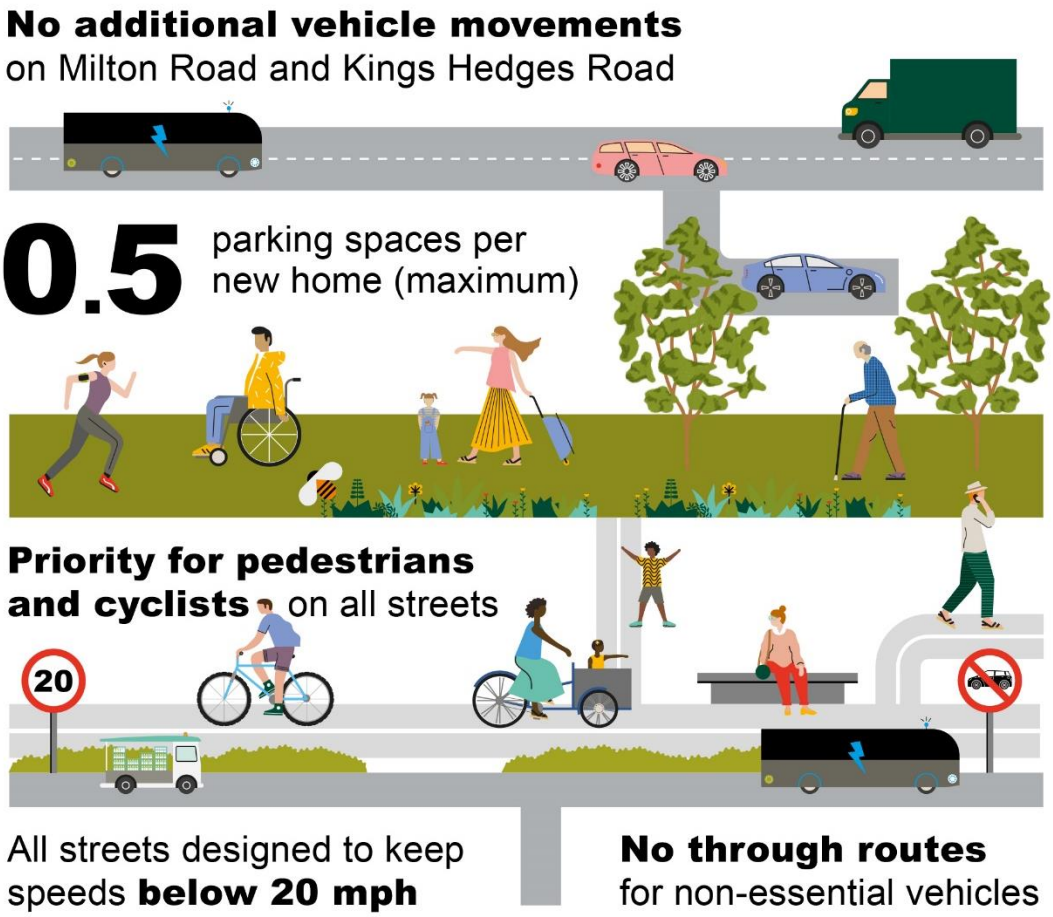
All new development in North East Cambridge will be required to prove that it will increase biodiversity in the area – what is known in policy terms as 'biodiversity net gain'. We propose that this is achieved through a number of different methods.

Firstly we want buildings themselves to integrate biodiverse features such as green roofs, and bird and bat boxes. But we also want to ensure that existing havens for biodiversity in the area are safeguarded and improved. We will ask development to contribute to improvements at key sites for nature including Milton Country Park and Chesterton Fen.

Read more about our plans for biodiversity[LH7].

8. Are we doing enough to improve biodiversity in and around North East Cambridge?

~~1.9 Discouraging car use~~



~~We want to encourage sustainable, active travel and discourage all non-essential vehicle traffic – this is important for tackling climate change, and for health and wellbeing. The Plan is based on not increasing the amount of traffic on Milton Road at all. We plan to achieve this through designing the area to make walking and cycling the easy and natural choice, being more efficient about how car parking is allocated, and limiting the amount of parking that is built for new homes.~~

~~We also want to see smart ways to manage deliveries into the area, and we will be safeguarding space for future public transport improvements such as Cambridge Autonomous Metro (CAM).~~

~~Read more about our plans for managing motorised vehicles[LH8].~~

~~9. Are we doing enough to discourage car travel into this area?~~

1.10 Climate change

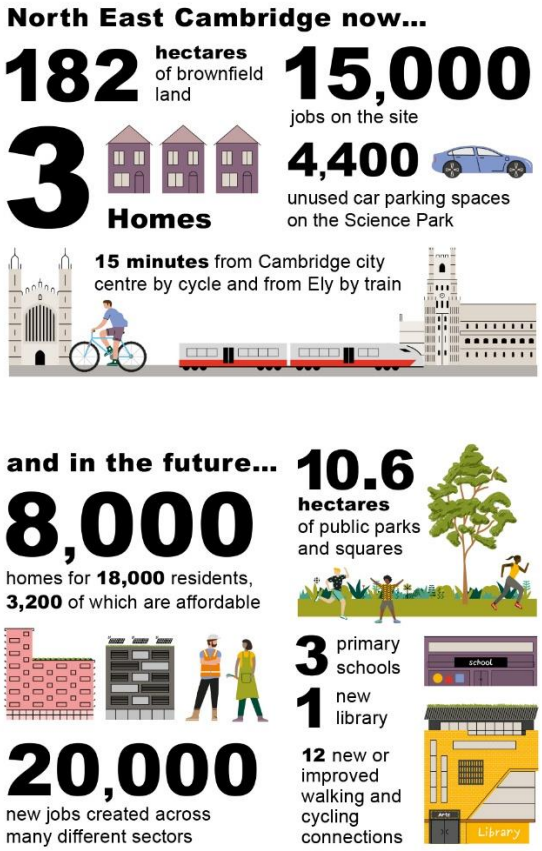
Responding to the climate emergency runs through every aspect of our plans for North East Cambridge. Its location means that we can make the area an example of how we can achieve genuinely low-carbon development. This means reducing the emissions resulting from construction; the energy used to heat, light and maintain new buildings; and encouraging the people who will live and work here to lead low-carbon lifestyles.

We are proposing robust targets for new development in terms of energy use, water conservation, and limiting how private cars can be used in the area. We propose that developers should consider lifecycle carbon costs for their buildings, and that all buildings are designed to be resilient to the climate change that will happen over the coming decades – the warmer summers and wetter winters that we will experience.

Read more about our approach to designing for the climate emergency[LH9].

10. Are we maximising the role that development at North East Cambridge has to play in responding to the climate crisis?

~~2. Context and objectives~~



~~*Figure : Infographic showing drivers for change*~~

North East Cambridge is a complex area that is locally and strategically important. Its character and context ~~has~~have shaped the objectives of the Area Action Plan, and how the Plan achieves these ~~aims~~objectives through the Spatial Framework and policies.

It is ~~important~~crucial that North East Cambridge makes the most of ~~its accessibility,~~ the ~~amount~~opportunity to enhance the northern part of ~~land available~~the city for existing communities, helps meet the development needs of greater Cambridge in a highly accessible location, and ~~its connections locally and regionally.~~ maximises the opportunities provided by this brownfield site.

Creating a critical mass of activity in the area will help ~~our economy to compete nationally over the next decades,~~support a self-sustaining new city district and can reduce social inequality locally through the range of jobs and homes that are created. It can also help our response to climate change, by locating jobs and homes

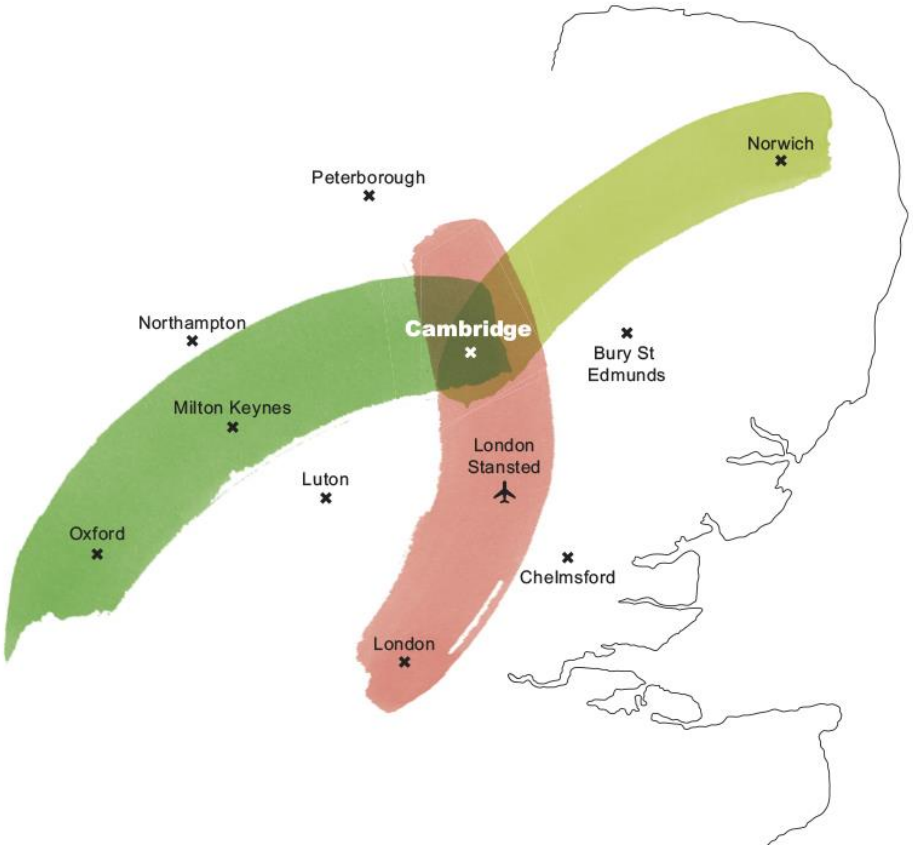
together, and where there are opportunities for travel by walking, cycling and public transport. At the same time the development should deliver open space and biodiversity improvements, contributing to the councils aspirations to double nature in greater Cambridge. This will only be achieved through a comprehensive and coordinated approach to development across the whole of North East Cambridge.

~~In this section:~~

~~1.1~~

~~1.2~~

~~2.1 Context~~


Norwich
Peterborough
Northampton
Cambridge
Bury St
Edmunds
Milton Keynes
London
Stansted
Luton
Oxford
Chelmsford
London

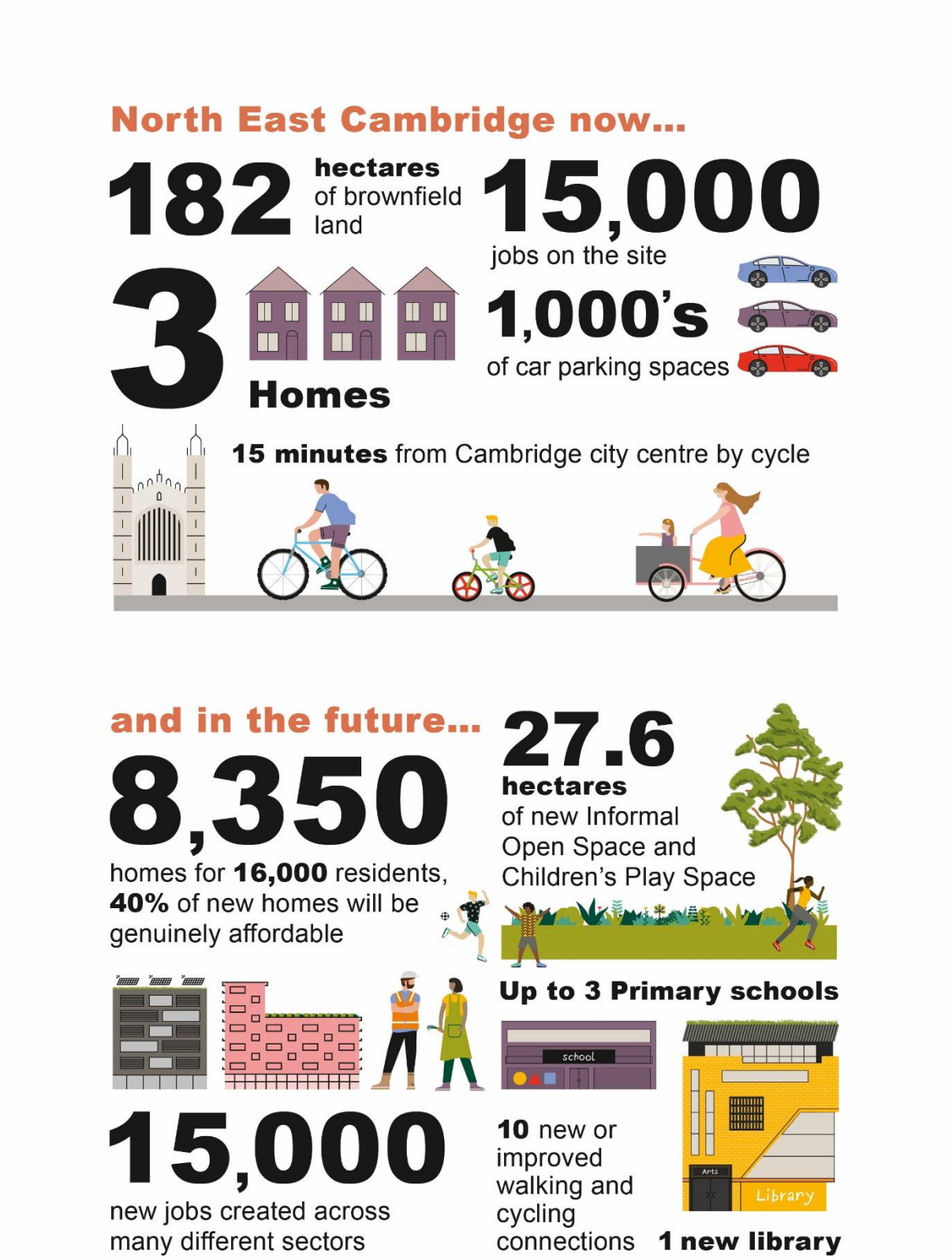


Figure 1: Infographic showing North East Cambridge now and in the future

2.1 Location and strategic context

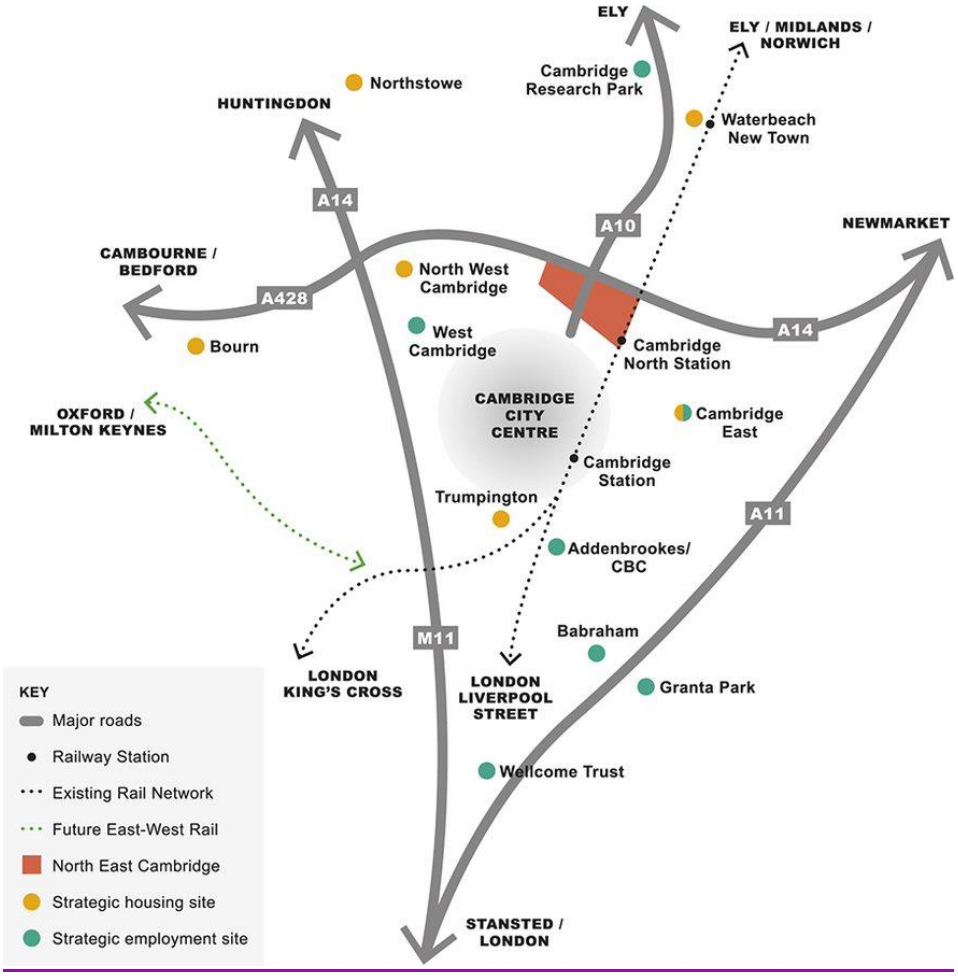


Figure 1: North East Cambridge in context

~~2.1.1 Location and strategic context~~

Cambridge has an international reputation based on its world-class university and economic success, which belies its small size. Surrounding the city lies the district of South Cambridgeshire which, although largely rural, has become home to several research and development clusters. This includes Cambridge Science Park which forms part of the Area Action Plan area and lies within South Cambridgeshire.

Cambridge is strategically located within a number of growth and transport corridors, including the London-Stansted-Cambridge UK Innovation Corridor, the Oxford-Cambridge Arc and the Cambridge-Norwich Tech Corridor. The Oxford-Cambridge Arc has been identified by the National Infrastructure Commission as being a national asset, and a focus for creating new homes, better connectivity and

economic opportunities. To support this ambition, central government has committed to delivering the East-West Rail project, which on completion will connect with North East Cambridge ~~at~~via Cambridge North Station ~~with~~to Milton Keynes and Oxford in ~~in~~ the early 2030's via a new railway station at Cambridge South.

The North East Cambridge Area Action Plan will play an important role in bringing forward thousands of new homes and jobs along these nationally important corridors, as well as making a significant contribution towards meeting the housing and employment needs of Greater Cambridge.

~~1.1~~2.2 The Area Action Plan site





Figure ~~:~~3: The Area Action Plan site

The area designated for the North East Cambridge Area Action Plan is situated between the A14 to the north and west, the Cambridge-King's Lynn and Peterborough/Birmingham railway line to the east, and ~~residential areas to the south.~~ the residential areas of Chesterton and King's Hedges to the south. The area falls within both Cambridge City and South Cambridgeshire District and the Area Action Plan has been developed jointly by both councils through the Greater Cambridge Shared Planning service.

Milton Road – a key arterial vehicle route – divides the area into eastern and western parts. Milton Road leads to the city centre to the south, and continues north as the A10 towards Waterbeach and Ely, and North East Cambridge therefore lies at a key gateway location into the city. The Cambridgeshire Guided Busway, which runs from

Cambridge North Station towards St Ives, partly forms the southern boundary of the Area Action Plan.

~~These major transport infrastructure routes create a number of environmental constraints to development, including noise and local air quality, which can have an adverse impact on the health and quality of life of existing and future residents and workers.~~

Across the Area Action Plan area there has been a long history of industrial type uses on the site, including industrial manufacturing and processes and the Waste Water Treatment Plant. As a result, land contamination is another development constraint that will need to be comprehensively addressed in order for the site to be further developed.

To the north of the Area Action Plan site lies the village of Milton, Milton Country Park and the countryside beyond which forms part of the wider Fen landscape. While North East Cambridge currently feels disconnected from this wider landscape, important biodiversity and wildlife corridors from the city to the Fens, such as the First Public Drain, exist in the site area.

~~1.2~~2.3 Connections





Figure ~~:~~4: Public transport and strategic cycling infrastructure

The site is already very well-connected by public transport and strategic cycling routes. These include:

- Cambridge North station, which has direct trains to Cambridge, Stansted, London, Waterbeach, Ely, Kings Lynn and Norwich.

- Cambridgeshire Guided Busway, linking to the new town of Northstowe and beyond to St Ives, with two Park & Ride sites at Longstanton and St Ives. A strategic cycle route alongside the Cambridgeshire Guided Busway also links the site to the north west.

- Milton Park and Ride site, which is a short ~~walk or cycle ride~~distance away from the site.

Alongside these existing public transport connections, the Cambridgeshire and Peterborough Combined Authority has prepared a new Local Transport Plan for Cambridgeshire and Peterborough, which provides the strategic transport planning

framework within which North East Cambridge will be developed. ~~An important aim of this Plan is to connect the region through a Cambridgeshire Autonomous Metro (CAM) which may also serve North East Cambridge at Cambridge North Station, providing a high frequency transport service that will connect the site with Central Cambridge and the wider area, including to Waterbeach.~~

An important aim of this Plan is to connect the region through an extensive high quality bus network, including schemes being delivered by the Greater Cambridge Partnership (such as Waterbeach to Cambridge), which will also serve North East Cambridge and run alongside the existing local and Guided Busway services.

A strategic cycle link, the Chisholm Trail, is under construction linking Cambridge North station with Cambridge Station, Cambridge Biomedical Campus and the Trumpington Park & Ride site. Further strategic cycle links to Waterbeach new town are planned, including the Waterbeach Greenway and ~~developer-funded~~ upgrades to the existing route along Mere Way Byway.

Through the A10 and North East Cambridge Transport Studies, it is clear that congestion is a major challenge for Cambridge's strategic road corridors. In particular for this site, the Milton Interchange (A14 and A10 roundabout) and Milton Road leading into the city are at maximum capacity, resulting in frequent congestion and delays to journeys. Whilst the ~~existing~~ A14 improvement works may help to alleviate some of congestion on the A14 and A10, long term improvements can only be achieved through significant investment in sustainable alternatives~~.~~ and careful management of future development in North East Cambridge.

~~1.3~~2.4 Communities





Figure ~~:~~5: Ward and Parish boundaries in North East Cambridge

North East Cambridge is a place of contrasts, within the Area Action Plan area and ~~in~~with the surrounding communities. Existing employment parks within the area form an important part of the Cambridge Cluster, one of the largest technology ~~cluster~~clusters in Europe, but the area also contains light and heavy industrial uses which are an important part of the city's local economy. The residential neighbourhoods surrounding North East Cambridge to the south and east include East Chesterton as well as King's Hedges, Arbury and Abbey, which are within the most deprived wards in Cambridgeshire~~.~~ according to the Index of Multiple Deprivation (2019). There is a large Traveller community to the east of the site between the railway line and the River Cam, and villages to the north and east.

In Greater Cambridge overall health and life expectancy are well above the national average, but within this there are marked geographical and socio-environmental health inequalities. There is a 10-year difference in life expectancy between the most

and least deprived wards in the area. Index of Multiple Deprivation scores for North East Cambridge show that the area experiences lower levels of skills, income and greater health inequalities than the rest of the Greater Cambridge. This is also the case with specific vulnerable population groups in the city such as Travellers, older people, disabled people ~~with disabilities~~, people who are on low incomes or unemployed, and homeless people.

Whilst the existing major transport infrastructure routes within and surrounding the Area Action Plan area create an accessible site, they also present a number of environmental constraints to development, including noise and local air quality, which can have an adverse impact on the health and quality of life of both existing and future residents and workers.

~~1.4~~2.5 Land ownership



KEY

- A Well's Triangle (private ownership)
- B Cambridge Regional College
- C Cambridge Science Park (Trinity College)
- D St John's Innovation Park (St Johns College)
- E Cambridge Waste Water Treatment Plant, former Park and Ride and Golf Driving Range (Anglian Water / Cambridge City Council)
- F Merlin Place (private ownership)
- G Cambridge Commercial Park / Cowley Road Industrial Estate (multiple land ownership)
- H Milton Road garage site (private ownership)
- I Trinity Hall Farm Industrial Estate (Trinity Hall College)
- J Cambridge Business Park (The Crown Estate)
- K Nuffield Road Industrial Estate (multiple land ownership)
- L Chesterton Sidings (Network Rail)



KEY

- A Well's Triangle (private ownership)
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- I Trinity Hall Farm Industrial Estate (Brockton Everlast)
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- K Nuffield Road Industrial Estate (multiple land ownership)
- L Chesterton Sidings (Network Rail)

Figure~~:~~ 6: Land ownership within the Area Action Plan boundary

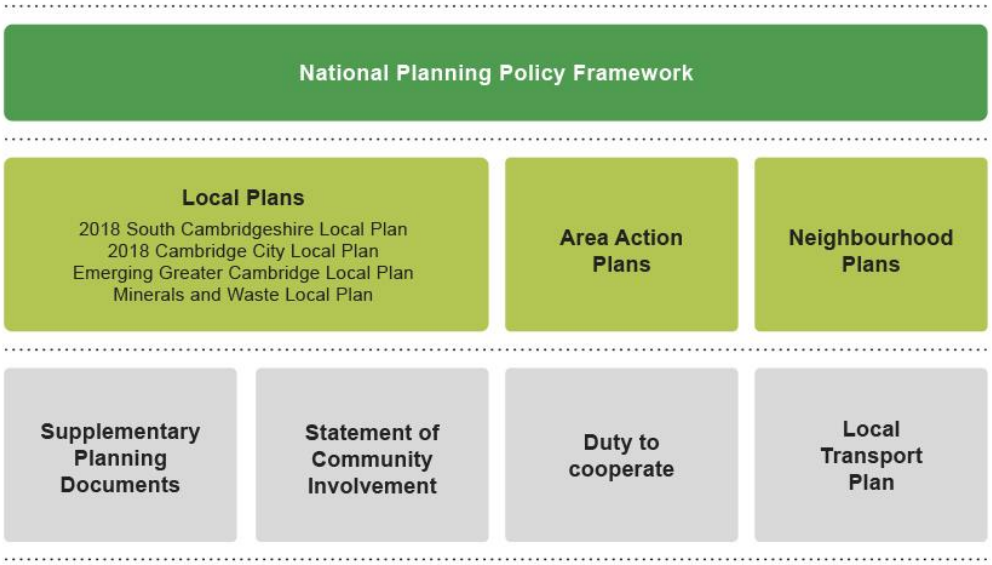
Land ownership within the Area Action Plan is fragmented but there are a handful of larger sites which are broadly in single ownership. This includes Cambridge Science Park (Trinity College) St John's Innovation Park (St John's College), Cambridge Business Park (The Crown Estate), Trinity Hall Farm Industrial Estate (~~Trinity Hall Farm/Dencora~~Brockton Everlast) and Cambridge Regional College which is owned by the college themselves.

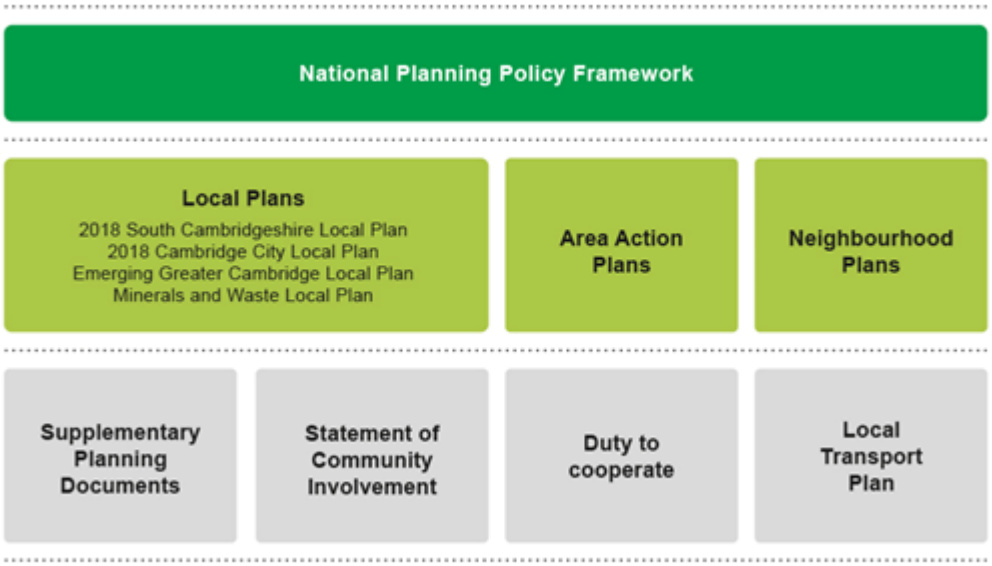
The Waste Water Treatment Plant is owned by Anglian Water and, together with the Cowley Road golf driving range and former Park and Ride site (owned by Cambridge City Council), forms the site which is subject to the Housing Infrastructure Fund.

The land around Cambridge North Station and the former railway sidings are owned by Network Rail and a development consortium has been formed to bring forward this land for development. This is formed of Network Rail as landowner as well as Brookgate and DB ~~Schenker.~~ Cargo.

The remaining sites within the plan area, including Nuffield Road and Cowley Road Industrial Estates are made up of a number of different landowners including Cambridge City Council~~.~~ and institutional investors.

~~1.5~~2.6 Planning context





Figure~~:~~ 7: The Area Action Plan's place in the planning policy framework

The North East Cambridge area crosses the administrative boundary of Cambridge City Council and South Cambridgeshire District Council. The Councils have a shared planning service which covers the area known as Greater Cambridge. Through their respective adopted ~~2018~~ Local Plans~~,~~ (2018), the Councils have identified a number of major development sites across Greater Cambridge including North East Cambridge. As the Area Action Plan area crosses the administrative boundary of both Cambridge City Council and South Cambridgeshire District Council, the planning policies of each council will apply within their district for those matters not covered with the Area Action Plan.

These adopted ~~2018~~ Local Plans will be superseded in due course by the ~~emerging~~ Greater Cambridge Local Plan. In early 2020 the Councils undertook ~~a~~an Issues and Options consultation to explore the key themes that will influence how homes, jobs and infrastructure will be planned in the emerging Greater Cambridge Local Plan~~.~~ ~~The~~ which has then informed the Preferred Options Local Plan which was published for consultation ~~was~~in November 2021 and includes North East Cambridge as a preferred site to deliver new homes and jobs. The Local Plan is based around four big themes; Climate Change, Biodiversity and Green Spaces, Wellbeing and Social Inclusion, and Great Places. The strategic objectives of this Area Action Plan align closely with these big themes, and its specific policies which set out how these big themes can be delivered at North East Cambridge.

The policies in the adopted ~~2018~~ Local Plans allocate the site for a high-quality mixed-use development with a range of supporting uses, where matters related to site capacity and the viability, phasing and timescales of development will be addressed in this Area Action Plan. It is anticipated that development at North East Cambridge will make a significant contribution to the housing and employment needs of Greater Cambridge~~.~~ both during this Plan period (up to 2041) and beyond.

Part of the eastern part of the Area Action Plan site is the Cambridge Waste Water Treatment Plant, which is an essential piece of infrastructure that serves Cambridge and surrounding areas. ~~The adopted 2018 Local Plans noted that a new treatment works facility either elsewhere or on the current site would be assessed as part of the feasibility investigations in drawing up the Area Action Plan. Feasibility studies are now complete and relocation off-site is the option moving forward.~~

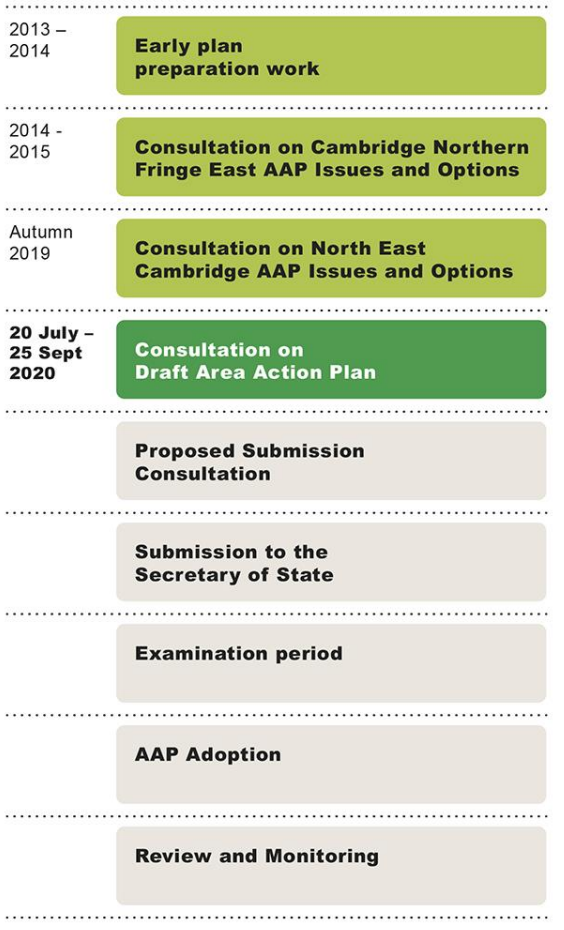
In March 2019, the government announced that the Cambridgeshire and Peterborough Combined Authority and Cambridge City Council (as part landowner) had been successful in securing £227 million from the Housing Infrastructure Fund (HIF) to relocate the Waste Water Treatment Plant off-site, to enable the Area Action Plan area to be unlocked for comprehensive development. The relocation project will be led by Anglian Water who are consulting with the local community before submitting a Development Consent Order (DCO) application to the Planning Inspectorate. The Area Action Plan is predicated on the relocation of the Waste Water Treatment Plant, and the outcome of the DCO process will be important in terms of confirming site availability and deliverability.

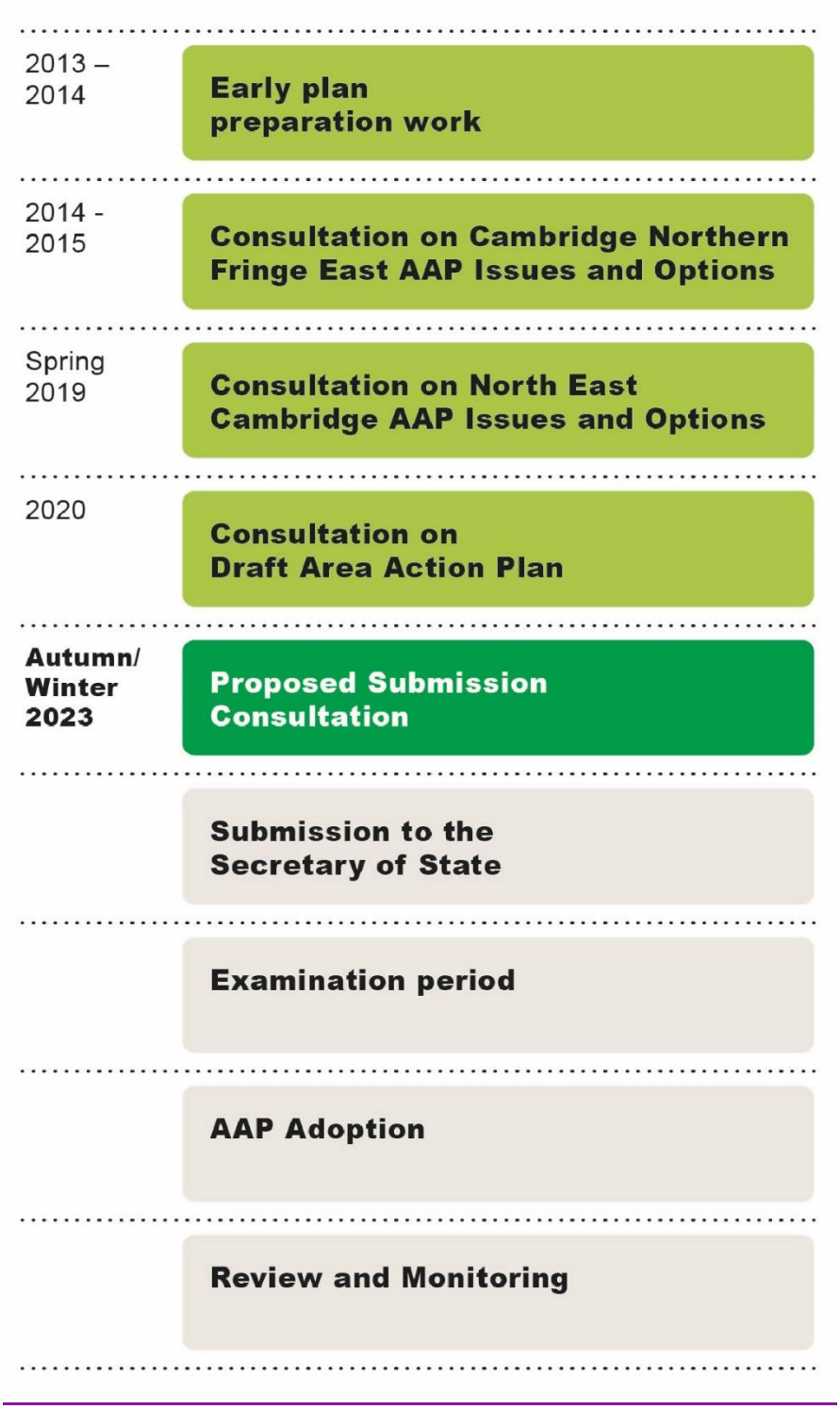
Cambridgeshire County Council is the Minerals and Waste planning authority for the area. The county-wide planning policies that form the context for the Area Action Plan are set out in the adopted Cambridgeshire and Peterborough Minerals and Waste ~~Core Strategy [HL10][LW11](July 2011)~~ Local Plan and ~~Site Specific Proposals Plan [HL12][LW13] (February 2012). These plans are currently in the process of being reviewed~~Policies Map (2021) and the ~~preparation of a single joint Minerals and Waste Local Plan [HL14][LW15]is being produced. The preparation of this~~ Area Action Plan has been informed by ~~both the adopted and emerging plans.~~ this plan.

Parts of North East Cambridge and its immediate surroundings are the subject of several adopted County minerals, waste management and transport planning

policies. The waste management designations and safeguarding areas relate to the protection of existing waste facilities (Anglian Water's Waste Water Treatment Plant and ~~Veolia's~~the Waste Transfer site, and the Milton Landfill site). These seek to ensure that the future operation of these essential facilities is not prejudiced by future development, which therefore must be compatible with the existing waste management uses. They also relate to finding replacement waste facilities in the area. The transport designations in the County's Minerals and Waste Plan focus on the retention and safeguarding of the strategic railheads and associated aggregates operations on the Chesterton Rail Sidings.

~~1.6~~2.7 How we are developing the Area Action Plan





Figure~~:~~ 8: Timeline for the development of the Area Action Plan

The ~~draft~~ Proposed Submission Area Action Plan has been informed by ~~two~~ three previous rounds of public consultation:

- Between December 2014 and February 2015, the Councils published an Issues and Options document which asked a series of questions about how

best the Councils should plan for development on land to east of Milton Road. At this time the site was known as Cambridge Northern Fringe East.

- From February 2019 to March 2019, a second Issues and Options consultation was undertaken. The Councils did this to reflect the change in the site boundary, which was proposing to include Cambridge Science Park to the west of Milton Road, as well as the Housing Infrastructure Fund (HIF) bid to relocate the Waste Water Treatment Plant offsite, potentially opening up the area for more comprehensive regeneration. The 2019 Issues and Options consultation presented a new vision for North East Cambridge and identified a number of planning issues and options for the development of the area.

Between July 2020 and October 2020, the Councils ~~to consider and explore. Some of the key topics included:~~

- published the draft North East Cambridge Area Action Plan for public consultation. The ~~approach to managing the mix~~draft Area Action Plan set out a number of ~~land uses~~overarching policies which would manage and ~~activities;~~
- ~~Manage vehicle movements~~facilitate development across the area in a planned and ~~improving access to the site~~coordinated way. This was supported by ~~walking, cycling~~the North East Cambridge Spatial Framework which outlined the key development parameters and ~~public transport;~~
- ~~Open space, biodiversity~~wider infrastructure and ~~design~~
- ~~Climate change~~spatial interventions needed to support the regeneration of the area. The consultation also invited comments on the draft Sustainability Appraisal and ~~sustainability~~
- ~~Implementation and delivery~~
- draft Habitats Regulation Assessment. In total, over ~~1~~4,200 comments were made at the ~~2019 Issues and Options~~Draft Area Action Plan consultation stage. We have summarised the ~~relevant~~ comments ~~at the start of each policy~~ within the ~~draft Area Action Plan,~~Consultation Statement and stated how ~~the comments have been taken into account when preparing the policy. Full details of the consultation activities and findings are set out within the~~

~~Consultation Statement~~[LH16]~~.~~ each of the policies has changed since the draft plan stage.

- ~~The Councils have~~ In total, over the course of three consultations to date on the Area Action Plan, the Councils have received around 6,900 comments which have helped shape and inform each stage of the plan.

- The proposed submission plan is accompanied by a statement of consultation, which provides a summary of the main issues raised by the representations made and how they have been taken into account.

The Councils have also established several forums which have informed ~~both~~ the preparation of the Area Action Plan ~~as well as our approach to community engagement during~~ including the ~~consultation period on this draft plan. There are three~~ North East Cambridge ~~forums:~~

~~The~~ Community ~~Liaison~~ Forum, which consists of local residents, business owners, and representatives from community groups and the Landowner and Developer Interest Liaison Forum, which consists of landowner and some leaseholder representatives.

- ~~The Local Ward Members Forum, which is made up of councillors from both Councils and Cambridgeshire County Council.~~

These forums ensure that the diversity of local concerns, aspirations, challenges and ideas are constructively used to help prepare the Area Action Plan, and our approach to consultation and wider engagement.

The Councils are also engaging with the Duty to Cooperate with affected parties and statutory bodies as defined by planning regulations. This is an ongoing process, with the intention that such engagement and cooperation will involve consideration of both the Area Action Plan and the Greater Cambridgeshire Local Plan and will continue through the plan making process.

~~1.7~~2.8 Status of this document

This document is a Development Plan Document (DPD) and is part of the Government's planning policy system introduced by the Planning and Compulsory Purchase Act 2004.

Part 6 of the Town and Country Planning (Local Planning) (England) Regulations 2012 sets out the procedure for the production of Development Plan Documents. This version of the North East Cambridge Area Action Plan constitutes the consultation required under Regulation 19.

Alongside the National Planning Policy Framework (NPPF), adopted Local Plan(s), any 'made' Neighbourhood Plans and adopted Supplementary Planning Documents (SPDs), the North East Cambridge Area Action Plan, on adoption, will be a key planning policy document against which planning applications within the AAP area will be assessed. The policies in this Area Action Plan are consistent with the NPPF (2021). In order to keep the Plan succinct and follow National Planning Practice Guidance, this Area Action Plan does not seek to repeat policies already contained within the NPPF and adopted Local Plans except where such policies are particular to the area or type of development proposed or it is of particular important to reflect them.

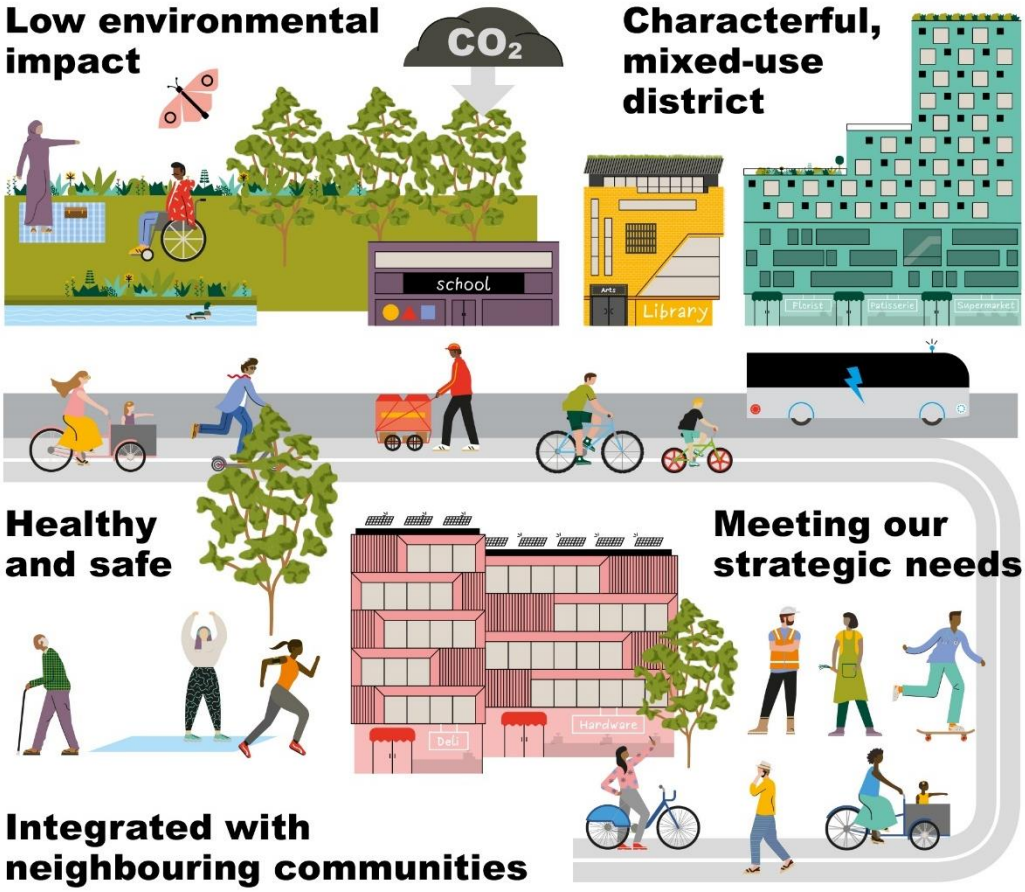
The final adopted Area Action Plan will ~~be a development plan document that will~~ form part of the statutory development plan for both Councils. ~~It will include a schedule setting out which policies in the adopted~~ The Area Action Plan does not supersede any of the existing adopted Local Plan policies from the Cambridge or South Cambridgeshire Local Plans (both 2018~~ Local Plans are superseded by policies within the Area Action Plan and which policies within the Area Action are~~) and instead the policies within the Plan supplement the Development Plan for the area through a series of site specific policies. Policy 1: A Comprehensive approach at North East Cambridge is a strategic policy (for the purposes of neighbourhood planning~~).~~) as it sets out the mix and quantum of development for the Area Action Plan area over the Plan period.

~~However,~~ At this ~~early and informal~~ stage of the Area Action Plan's preparation, this document ~~cannot~~can only carry ~~any commitment or~~limited weight in the determination of planning applications.

~~1.8~~2.9 Next steps

Consultation on this version of the Area Action Plan will commence following the Development Consent Order process for the relocation of the Waste Water Treatment Plant. Following ~~this~~the consultation~~, we will refine the draft policies in response to~~ the ~~comments~~plan, and representations received ~~and the emerging evidence that the Councils are undertaking. The next version of the Area Action Plan~~, will ~~then be published for a further round of public consultation before the document is~~ be submitted to the Planning Inspectorate for an independent public examination. The examination will consider whether the plan is sound and can proceed to adoption.

~~2.~~3. Vision and Strategic Objectives



3.1 Our vision for North East Cambridge



Figure ~~: Infographic~~9: Illustration showing the ~~strategic objectives~~placemaking vision for ~~the~~ North East Cambridge ~~Area Action Plan~~

We want North East Cambridge to be ~~an~~a healthy, inclusive, walkable, low-carbon new city district with a ~~lively~~vibrant mix of high quality homes, workplaces, services and social spaces, fully integrated with surrounding neighbourhoods.

3.2 Our Strategic Objectives

Our five strategic objectives ~~to~~and their sub-objectives will guide redevelopment at North East Cambridge ~~are:~~in order to deliver the vision for the area.

1. **North East Cambridge will be a low environmental impact urban district, addressing both the climate and biodiversity emergencies.**

    - Development will support and sustain the transition to renewables, zero carbon and embed the challenge of climate change resilience.

    - It will be inherently walkable and allow easy transitions between sustainable transport modes (walking, cycling & public transport) with density linked to accessibility.

    - It will be a new model for low private car/vehicle use by maximising walking, cycling and public transport infrastructure, car club provision and EV/alternative fuel vehicle charging provision.

    - A Green and blue infrastructure network will enable everyone to lead healthy lifestyles, ~~and~~ will protect and enhance biodiversity~~.~~ and help mitigate the impact of development on climate change.

    - ~~Low-tech~~Traditional green solutions will couple with smart city technology in achieving future-proofed and climate adaptable buildings and spaces.

2. **North East Cambridge will be a ~~characterful, lively,~~ vibrant mixed-use new district where all can live and work.**

- There will be a range of new homes of different types and tenure, including 40% affordable housing, alongside the services and facilities new residents need.

- Mixed use, flexible and adaptable space for office, research and development and industrial businesses will create a wide range of job opportunities for people living across North East Cambridge and the surrounding areas.

- Beautifully designed and accessible places, spaces and buildings will improve wellbeing and quality of life for ~~everyone.~~all through creating opportunities for social integration, community engagement and connecting people with nature.

- It will maximise opportunities for collaborative spaces which link educational and business uses reinforced by effective overall communication networks and supported by shops, ~~cafés~~community, sport, leisure, health, education and cultural facilities.
- It will make the best and most effective use of land through building to sustainable densities~~.~~ which also reflect, protect and enhance the unique heritage of the city.

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

- ~~Development~~It will make a significant contribution to meeting the housing needs of the Greater Cambridge area and the wider Oxford-Cambridge growth corridor.

- It will create an integrated economy that meets the needs of people living and working within the area to create a self-sustaining place.

- It will help to unlock investment in infrastructure, innovation and economic growth in the Greater Cambridge area as well as the Oxford-Cambridge growth corridor.

- Phasing will allow the continued use of strategic site assets such as the Cambridge North East Aggregates Railheads and ensure timely delivery of high quality community, cultural and open space facilities and other infrastructure, and management of transport impacts.

- Development will deliver strong and competitive economic growth and prosperity that achieves social inclusion and equality for new residents and the surrounding neighbourhoods alike.

4. North East Cambridge will be a healthy and safe neighbourhood

- ~~North East Cambridge~~It will apply principles used by the NHS Healthy New Towns (Putting Health First~~).~~) and Homes England 'Building for a Healthy Life'.
- The health and wellbeing of people will help structure new development and inform decision-making, to create a high quality of life for everyone.

- Healthy lifestyles will be enabled ~~through~~ through a series of walkable neighbourhoods which include access to open spaces, sports and recreational facilities, public rights of way, local green spaces, food growing opportunities and active travel choices.

- North East Cambridge will have a clear urban structure with identifiable centres of activity and ~~a strong sense of community.~~streets and spaces which enable social interaction and play.

- Human health will be at the forefront of design by ensuring that noise, air quality, lighting and odour are key factors in determining the layout and

functionality of ~~North East Cambridge.~~the area.

5. North East Cambridge will be physically and socially integrated with neighbouring communities

- ~~We~~It will ~~make~~be a welcoming, safe and inclusive place that integrates well with surrounding established neighbourhoods and existing environmental constraints.

- Development will be planned and designed to improve access to jobs, services and open spaces for existing residents of neighbouring areas, as well as new residents.

- ~~North East Cambridge~~The development will be physically well-connected to its local and wider context, through breaking down existing barriers to movement, and creating new routes for walking and cycling.

- Existing and planned public transport connections will be integrated into the planning of ~~North East Cambridge,~~ the area, enabling travel to and from the area without the use of the private car.

~~2.1~~3.3 A spatial framework for North East Cambridge



Figure 2: The Spatial Framework for the Area Action Plan

~~North East Cambridge is in various ownerships and will be developed over at least the next 20 years. Individual sites must be developed in line with the Area Action Plan's overall vision, to ensure the area will become an integrated whole.~~

~~This section sets out the spatial framework for the area and describes the key elements of this framework. It includes , which sets out how we will secure coordinated development across North East Cambridge.~~

~~Core elements of the Spatial Framework:~~

- ~~Improved accessibility into North East Cambridge from the surrounding communities by walking and cycling, creating new or improved routes to destinations such as Cambridge North Station.~~
- ~~A comprehensive green network which connects North Cambridge into the wider Fen countryside and key landscape features.~~
- ~~Four new centres, located at key walking and cycling intersections and the location of new schools.~~
- ~~A diverse range of land uses including residential, commercial, industrial, community and cultural and retail.~~
- ~~The protection, intensification and diversification of business and industrial floorspace within the existing employment areas.~~
- ~~Carefully planned higher density mixed use development and layout to optimise the Area Action Plan's location and good accessibility.~~

~~-~~The regeneration of North East Cambridge has been a long-held ambition for the councils. The Area Action Plan area is one of the last remaining significant brownfield sites within the city and is physically well placed to create a thriving new city district. Cambridge North Station opened in May 2017 and has been a game changer for the area, with frequent services to Ely, Peterborough, the Midlands and Norwich to the north and Cambridge, Stanstead and London to the south. The station now acts as a gateway to North Cambridge and the villages to the north of the city as well as significantly improving public transport accessibility in the area. Additionally, the opening of the Cambridgeshire Guided Busway and later extension to serve Cambridge North Station has further improved people's choice of high-quality sustainable transport modes.

A number of other planned transport projects are already well advanced in and around North East Cambridge. The Chisholm Trail will connect North East Cambridge with central Cambridge and Cambridge Biomedical Campus whilst the planned Waterbeach Greenway Project and Waterbeach to Cambridge Public Transport Corridor both pass through the North East Cambridge area. The cycling

enhancements on Milton Road will also improve cycling into central Cambridge. The Spatial Framework for the Area Action Plan connects up these new public transport routes by breaking down the existing physical barriers to people moving around the area, including the Guided Busway, Milton Road and the A14. Forming new pedestrian and cycling routes which are accessible to everyone into and across North East Cambridge will provide convenient, safe and direct routes for people to travel and help to integrate the regeneration area into the established neighbourhoods around North Cambridge.

The success of this area will to some extent be dependent on being able to ensure residents and workers in the area leave their cars at home and walk, cycle or use public transport for the majority of journeys. Through the combination of the 'trip budget', the existing and emerging transport options as well as redefining the way people store their cars on-site through 'car barns', the number of vehicle trips on Milton Road will reduce over time. North East Cambridge will be a new city district that is not dependent on private vehicles to undertake everyday journeys and by taking a different approach here, it allows us to think creatively about streets and public spaces as places for people rather than vehicles.

The Area Action Plan, and the Spatial Framework it contains, seek to create a mixed-use city district, where people have access to homes, a wide range of employment types, local services and facilities, public transport and open spaces. This mix of uses is particularly focused around the five new centres proposed for the area which are located at key walking, cycling and public transport intersections. Their distribution across the area will ensure that all homes will be within a five-minute walk of a centre and the mix of uses within them will help encourage 'linked trips' where people can access different services and facilities as part of the same journey. It will also help tackle local inequality and deprivation by ensuring that existing surrounding communities will have convenient and safe access to these new centres, facilities, services as well as employment opportunities.

The Area Action Plan area is already home to a number of well-established employment parks that are a large part of the recent history of the area and the wider skills and technology based economy of the region. Through the Spatial Framework, the Area Action Plan supports the growth of these types of employment sectors

whilst also ensuring that the existing amount of industrial provision is retained and reprovided as part of the redevelopment of the site. Light industrial uses are critical to the functioning of the city and wider area as well as local economy by providing employment opportunities for local people. Similarly, the Area Action Plan addresses the existing safeguarded Aggregates Railheads and Waste Transfer Station as part of the Spatial Framework and associated Land Use diagram. The Area Action Plan also highlights the importance of long term skills and training to ensure that the long term benefits of regeneration spread well beyond the Plan boundary and help to tackle several of the causes of local deprivation.

By building on the economic successes of the area, retaining the same amount of industrial uses and locating a substantial number of new homes close to jobs, the Area Action Plan is responding to the Climate Emergency by reducing the need for people to travel. Our evidence has shown that North East Cambridge is the most sustainable site to bring forward new homes and jobs across the whole of Greater Cambridge and it is therefore important that we optimise the development opportunity of the area. The ambition for both councils is that North East Cambridge is at the forefront of demonstrating how cities can reduce the effect of climate change through the design of development, the built environment and infrastructure provision. This new city district should also showcase innovation by embedding it into the design, construction and operation of buildings as well as the public realm, transport and other infrastructure as well as safeguarding opportunities for innovation in the future.

The area's high quality public transport access will provide significant opportunities to create higher density development, which will have benefits in terms of optimising the delivery of homes and jobs. However, if not appropriately designed and managed, high densities can present challenges in terms of potential impacts on the transport network, historic environment, local townscape, on climate change and the local environment, community services and on health and well-being. Therefore the Spatial Framework and wider Area Action Plan set out where higher and lower densities of development will be acceptable and how these should be translated in terms of building heights to ensure that development delivers the vision and objectives of the Plan whilst protecting the unique qualities of the city and wider Fen landscape. The edges of the Area Action Plan area, particularly the north and east,

are the most sensitive in terms of impacts on the setting of the city, the historic environment and the landscape around the River Cam corridor. Therefore heights and densities have been carefully managed in this area and step down significantly from the peak of the nearby District Centre. The intensity of uses will also offer opportunities to capitalise on economies of scale and take innovative approaches to the provision of services and infrastructure such as shared buildings, spaces and services and designing buildings in more land efficient forms.

The area is capable of accommodating around 8,350 new homes, of which approximately 4,000 could be delivered in the next 20 years (up to 2041). It is important that these new homes meet the housing needs of local people and are provided over a range of tenures and housing types. The scale of North East Cambridge provides the opportunity to deliver a good mix of new homes which will create a well-balanced and mixed community.

These new homes will be set within a site-wide network of open spaces that are multi-user, multi-use, multi-seasonal and multi-generational. These spaces are not just parks but part of the movement network of the area, meaning they become integrated with people's everyday lives and form part of their daily journeys to work, school and other places. Based on the Spatial Framework, all homes at North East Cambridge will be within a five-minute walk of an open space within the AAP area, as well as within easy access of green spaces beyond North East Cambridge such as the River Cam and the various meadows along the river. In combination, the new open space network and high quality, people focused streets and spaces will support active and healthy lifestyles. This new open space network will also form an important part of the biodiversity network across the site and beyond, protecting and enhancing the existing tree belts, biodiversity assets and habitat areas currently found on site.

The North East Cambridge area will in some respects continue to be shaped around the existing infrastructure on the site. The undergrounding of the overhead electricity power cables to the east of Milton Road and the legacy infrastructure from the Waste Water Treatment Plant has influenced the layout of the Spatial Framework whilst the proposed noise barrier alongside the A14 is also a key piece of new infrastructure that will need to be delivered early as part of the transformation of the area.

The Spatial Framework is a visual representation of several of the spatial policies of the Area Action Plan and forms the basis for this new city district. Its implementation through individual landowner and developer masterplans and planning applications will ensure that we optimise the Area Action Plan's location and good accessibility as well as spread the benefits of regeneration across North Cambridge and beyond.

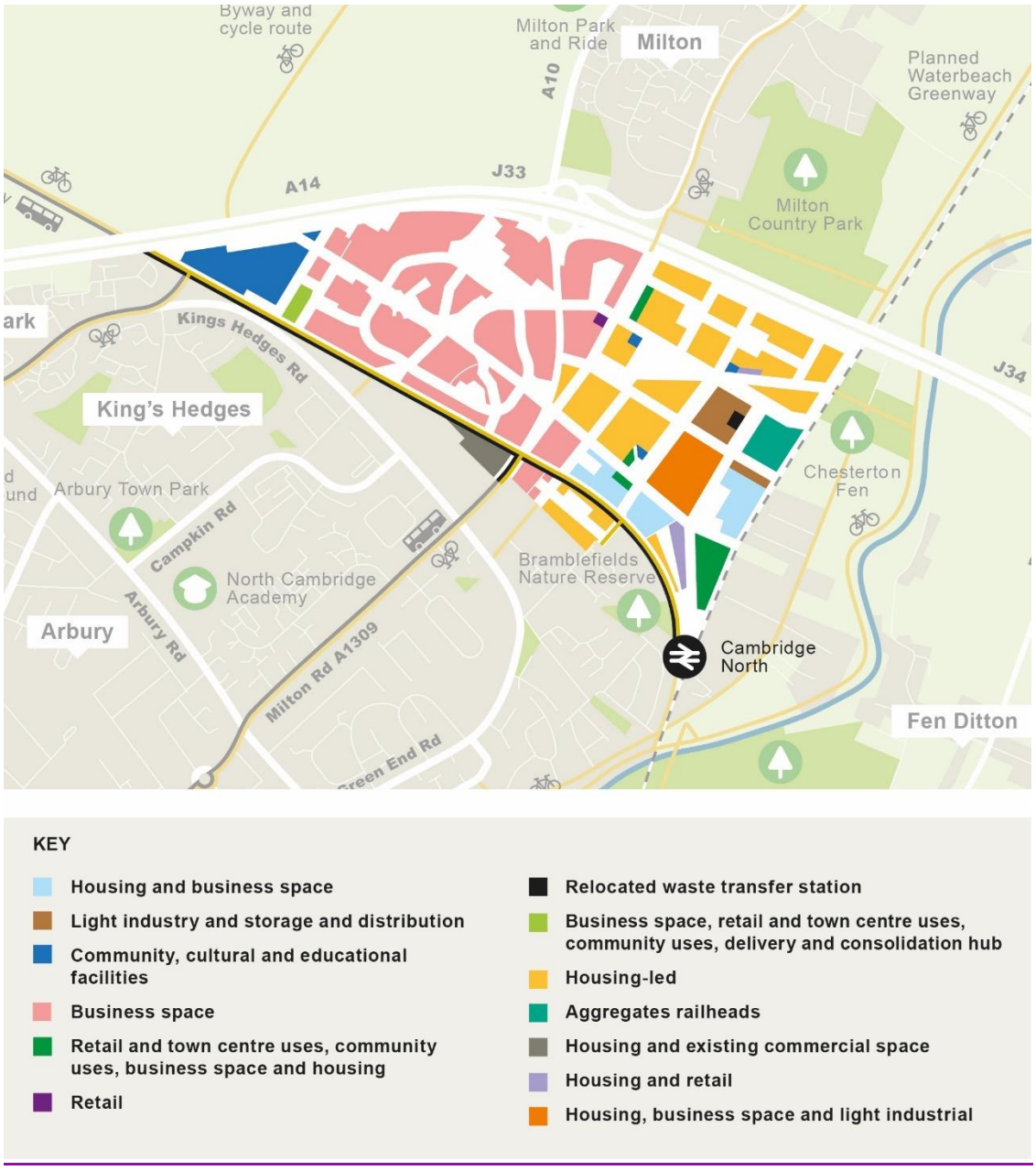


Figure 3: Proposed land uses within the Area Action Plan boundary

~~2.2~~3.4 A comprehensive approach at North East Cambridge

North East Cambridge will become a new city district, making provision for mixed use development including a wide range of new jobs, homes ~~and~~, community and cultural facilities and open spaces.

The challenge for the North East Cambridge Area Action Plan is to plan development in a sustainable and coherent manner and to ensure that each of its elements is well integrated functionally and physically to create a sustainable new community. The vision for North East Cambridge sets out the kind of sustainable community that is envisaged by 2040 and beyond. However, the path to achieve this vision rests with the strength of the underlying strategic and sub-objectives to deliver it. In this regard, the ~~overarching principles~~ policies set out ~~below~~in the AAP provide a clear ~~direction~~planning framework of how the strategic objectives and vision for the Area Action Plan will be delivered. ~~It provides the context for the rest of the policies of the Area Action Plan.~~

The Councils have ~~and will continue to adopt~~adopted a collaborative and open approach in developing the Area Action Plan and will continue to collaborate as the Area Action Plan moves to the delivery phase. We recognise that achieving a comprehensive strategy for North East Cambridge will require all parties – public, private and third sector – to work together.

~~**What you told us previously**~~

- ~~There was overall support for the creation of a higher density mixed use residential led development to the east side of Milton Road and the benefits of providing homes and employment near each other supported by good sustainable transport options was highlighted. The opportunity to comprehensively plan the area and relocate heavy industrial uses and remove associated vehicle movements was welcomed, in particular away from existing homes and schools.~~
- ~~There was overall support for the intensification of employment floorspace across the North East Cambridge area. The opportunity to redevelop existing outdated commercial premises and provide space for small and medium-sized enterprises, retail, leisure and creative industries was highlighted.~~

- The reuse of brownfield land for development was supported subject to being able to provide viable alternative sites for the existing uses.
- Concerns were raised about displacing existing industrial uses and the need to provide a range of jobs for different skills, not exclusively hi-tech jobs.
- Some responses felt that the Trinity Hall Farm Industrial Estate should not be a residential led mixed-use area.
- Some comments highlighted that in planning the new district, the operational needs of existing businesses will be a crucial consideration and the land use planning should result in a place that limits noise in proposed and existing residential areas.
- Some comments highlighted the need for an evidence-based approach to support decision making about what land uses can be accommodated as part of the North East Cambridge area, and for some flexibility. Viable and convenient alternative locations for existing businesses that are not compatible with residential uses need to be found.
- Responses stated that GP and pharmacy provision are needed alongside small economically viable retail space. The cultural offer needs to be planned too with arts and meeting spaces to help the community establish and develop an identity. It was emphasised that there needs to be flexibility in the way in which services and facilities are provided and that meanwhile/interim uses are important alongside maintaining appropriate existing uses.
- There was support for the creation of public space for events and a wider green space network. You felt that there should be a choice of places to go such as restaurants and that a community centre and sports centre should be included in the planning of the new district. All uses should be supported by an easily accessible cycle and walking network to link Cambridge Science Park and Cambridge Regional College to the west with development to the east.
- Providing the right facilities to support a walkable place was raised as an important consideration with a secondary school highlighted as an omission. It was felt that a secondary school is a key component to support a new community and community cohesion as well as reducing the need for people to travel elsewhere.

How your comments and options have been taken into account

- The proposed policy establishes a clear expectation that North East Cambridge will take a comprehensive placemaking approach to development that will result in a distinctive, high-quality and coherent new city district. Crucial to this is the requirement for development to accord with the Area Action Plan Spatial Framework and other supporting diagrams within the plan, that identify the strategic spatial design requirements across the whole of the plan area.

- The policies within the plan, combined with their supporting diagrams, provide a sound basis for the re-provision of existing businesses as part of the overall regeneration plan for North East Cambridge. The need to re-provide existing commercial and industrial floorspace in more efficient forms and in better locations is fundamental to creating a higher density and efficient form of development that will make best use of the site and deliver much needed homes close employment and supported by sustainable transport options.

- A Cultural Placemaking Strategy has been prepared to provide an understanding of what the new District needs beyond the typical 'retail space' to deliver a richer and more complete urban living experience. As such the comments about the provision of other uses within the North East Cambridge area have been taken forward with an evidence-based approach taken to inform what and how provision should be made.

Policy 1: A comprehensive approach at North East Cambridge

Proposals which contribute to the delivery of the Area Action Plan's vision, strategic objectives, Spatial Framework () and Land Use Plan (), all relevant policies including supporting diagrams, adopted 2018 Local Plans and National Planning Policy Framework, will be approved without delay, subject to a full assessment of the particular impacts of the proposals and securing appropriate mitigation measures where necessary.

To ensure coordinated and comprehensive development and avoid piecemeal development that prejudices the delivery of the strategic objectives and Spatial Framework, proposals brought forward within the Area Action Plan area should address the criteria set out in .

The Councils will work to secure the comprehensive regeneration of North East Cambridge during the plan period, in particular the creation of a new high quality

mixed-use city district, providing ~~at least~~approximately 8,~~000~~350 new homes, ~~20~~15,000 new jobs, and new physical, social and environmental infrastructure that meets the needs of new and existing residents and workers as well as delivering tangible benefits for surrounding communities. ~~In order to achieve this, the Councils will work in collaboration with the County Council, Greater Cambridge Partnership, other strategic partners, and landowners to:~~

Proposals that accord with the Area Action Plan's Spatial Framework and relevant policies, and that deliver upon the vision and strategic objectives for the place



KEY

- Housing and business space
- Light industry and storage and distribution
- Community, cultural and educational facilities
- Business space
- Retail and town centre uses, community uses, business space and housing
- Retail
- Relocated waste transfer station
- Business space, retail and town centre uses, community uses, delivery and consolidation hub
- Housing-led
- Aggregates railheads
- Housing and existing commercial space
- Housing and retail
- Housing, business space and light industrial

Figure 3, will be approved without delay, subject to a full assessment of the particular impacts of the proposals and securing appropriate mitigation measures where necessary.

To avoid piecemeal development that could prejudice the delivery of the strategic objectives and Spatial Framework, proposals should be designed to secure coordinated and comprehensive development in accordance with Policy 23: Comprehensive and Coordinated Development.

In order to achieve a comprehensive approach, the Councils will work in collaboration with Cambridgeshire County Council, the Greater Cambridge Partnership, the Cambridgeshire and Peterborough Combined Authority other strategic partners, and landowners to:

a) Secure and deliver the interventions and infrastructure needed to deliver the vision and objectives for the area including: the required modal shift in accordance with the North East Cambridge Transport Study; district-wide networks and services; relocations and land assembly; environmental, amenity, and community health and wellbeing standards; a strategic site environmental noise barrier close to the A14; a network of functional and multi-use open spaces; and innovative approaches to community facilities provision;
b) Actively manage the timely delivery and phasing of homes~~,~~ and jobs ~~and~~alongside supporting infrastructure, taking action where necessary to address or overcome barriers to delivery~~;~~.
c) Engage local residents, community groups, schools and colleges, and local enterprises in establishing ongoing partnerships and initiatives aimed at involving communities in shaping the places within North East Cambridge where they live and work, and to maximise job opportunities for local people in both the construction ~~phase~~ and ~~beyond~~post construction phases;
d) Implement measures to facilitate and administer a low car dependency culture; and
e) Create a cohesive, inclusive and strong community, including sustainable public sector service delivery in the area.

Details of how the strategic objectives and sub-objectives will be achieved are set out through the subsequent policies and their supporting ~~diagrams~~figures in the Area Action Plan.

Why we are doing this

Relevant objectives: 1, 2, 3, 4, 5

North East Cambridge is anticipated to deliver approximately 3,900 homes up to 2041, and in total 8,350 homes over the lifetime of the development of this major brownfield site. At the heart of the vision and overarching principles of the Area Action Plan is the key objective to achieve sustainable development[1], which will create a community where people will choose to live, work and visit. Achieving this objective will require a clear strategy which is not only about the quantity of development that is planned, but also about where the developments are located and how the developments functionally relate with each other. Consequently, the need to ensure development is supported by the necessary facilities and services and are easily accessible by all relevant modes of travel such as walking, cycling and public transport is paramount. The basis for this has been established in the Strategic Objectives, sub-objectives and Area Action Plan Spatial Framework. The measures identified in these objectives will need to be delivered in order to achieve the overarching aim of sustainable development and as such, development proposals should identify how they positively contribute towards delivering the vision for North East Cambridge through achieving the objectives of the Plan.

The Spatial Framework is not a masterplan but rather a high-level strategic diagram which identifies key development requirements that will help inform and guide subsequent developer masterplans and future infrastructure projects which are brought forward within the Plan area. Policy 1 and the accompanying Spatial Framework seeks to ensure comprehensive delivery of the ~~site~~Area Action Plan area to fulfil the strategic objectives ~~of the Area Action Plan~~. The principal elements of the Spatial Framework have been derived from stakeholder engagement and evidence

[1] National Planning Policy Framework (publishing.service.gov.uk)

base documents. The Spatial Framework and supporting ~~diagrams~~figures within this plan cover a range of strategic matters including open space provision, the location of the district's centres including community, cultural and education facilities, connectivity and other land uses across the plan area. All development proposals within the plan area should ~~be in accordance~~accord with the Spatial Framework, the policies of this plan and their supporting ~~diagrams.~~figures. In exceptional and justified circumstances, where a development proposal is contrary to the Spatial Framework, it should be clearly demonstrated that the proposal will work towards delivering the AAP Vision, Strategic and Sub Objectives as well as comply with Policy 23 to ensure that the development is coordinated alongside adjacent and wider development areas.

In the areas identified in the land use plan (

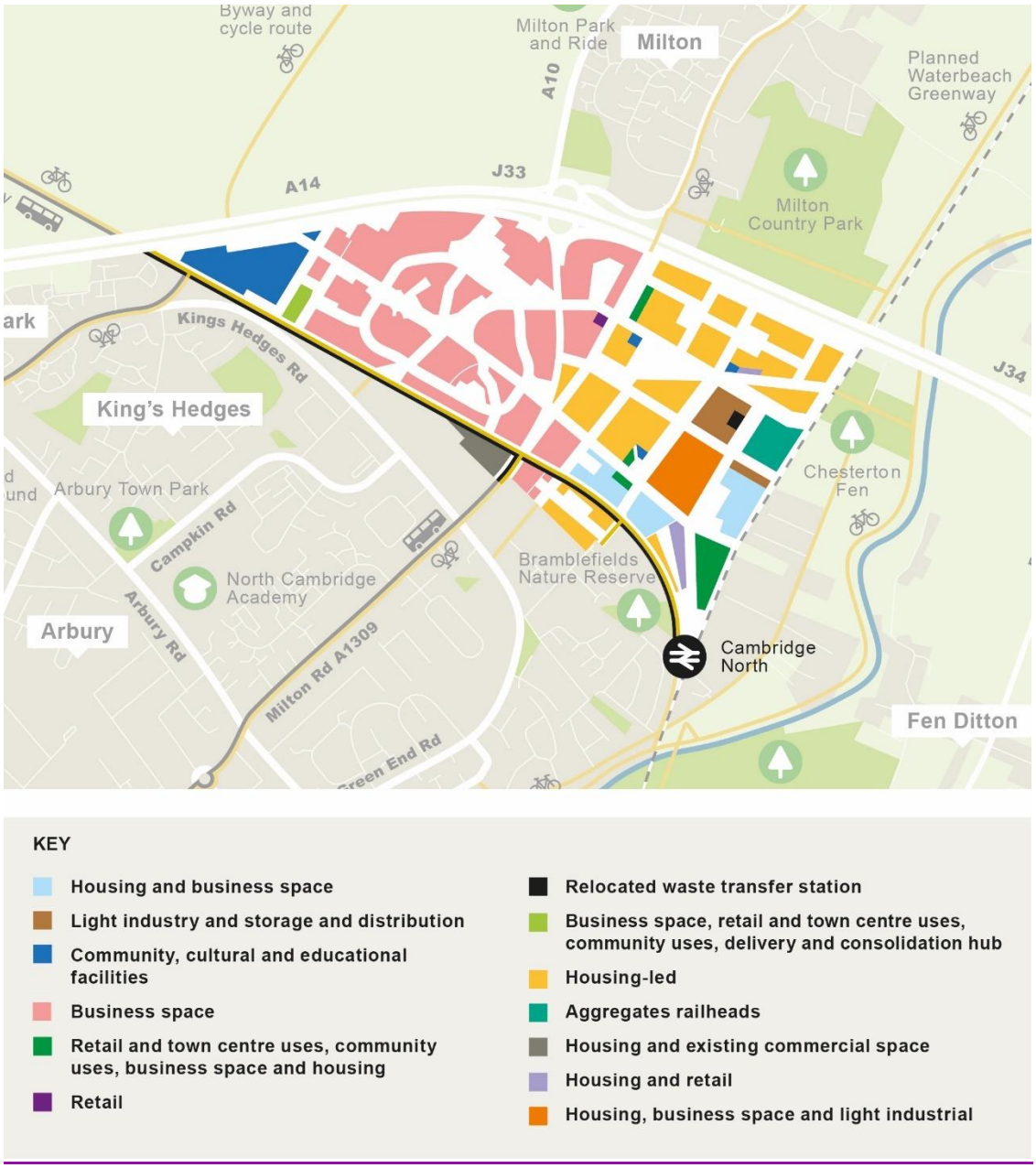


Figure 3), it is important that development provides a range of ~~commercial spaces~~use including shops, community and cultural uses, homes and employment as part of horizontally or vertically mixed-use buildings. Similarly, the supporting ~~plans~~figures within ~~the connectivity chapter~~Chapter 7: Connectivity, identify how ~~connectivity~~sustainable travel by walking, cycling and public transport will be improved across the plan area in a comprehensive and coherent way. They also set out how motorised vehicles will be managed to ensure pedestrians, cyclists and public transport are prioritised ~~in this area.~~. The supporting ~~diagrams~~figures within the Area Action Plan provide an illustrative representation of what is described within

each of the relevant policies. Development proposals should therefore positively address these ~~diagrams~~figures in combination with the relevant policies and overarching Spatial Framework.

The primary purpose of the Area Action Plan is to provide the necessary ~~framework~~policy context for coordinating a large number of development proposals over ~~several~~multiple sites, along with investment in infrastructure, across the whole of North East Cambridge, over the life of the Plan, and across all partners involved. The Councils are committed to working with partners to secure the comprehensive redevelopment of the Area Action Plan area. The Area Action Plan also supports a range of cross-cutting aims of both Councils and contributes towards the overarching corporate objectives. ~~The successful delivery of North East Cambridge, relating to both the physical development, supporting infrastructure as well as community cohesion, will require a coordinated approach from service areas across both Councils working alongside landowners, developers, the existing and future communities and voluntary sectors. This joint working is necessary to achieve the ambitious but deliverable vision and strategic objectives set out in this plan.~~

Evidence supporting this policy

- North East Cambridge Landscape Character & Visual Impact Appraisal ~~t~~ (2020)
- North East Cambridge Heritage Impact Assessment (2021)
- North East Cambridge Townscape Assessment (2021)
- North East Cambridge Townscape Strategy (2021)
- North East Cambridge Transport Assessment (2019)
- Cultural Placemaking Strategy (2020)
- ~~Spatial Framework~~Innovation District Paper (~~2010)~~2020)
- Greater Cambridge Employment Land and Economic Development Evidence Study (2020)
- North East Cambridge Typologies and Development Capacity Assessment ~~(2020)~~(2021)

Topic Papers and other documents informing this policy

- North East Cambridge Strategy Topic Paper (2021)
- Anti-Poverty and Inequality Topic Paper (2021)
- North East Cambridge Stakeholder Design Workshops 1-6 – event records (2019-2020)

- ~~National Planning Policy Framework (2019)~~[LW17]
- ~~Anti-poverty and Inequality Topic Paper (2020)~~[LW18]
- ~~Putting Health into Place, NHS Healthy New Town Principles (2019)~~ [LW19]
- ~~MHCLG (2019) National Design Guide, Planning practice guidance for beautiful, enduring and successful places~~[LW20]
- ~~Employment Land Review (2019)~~

Monitoring indicators

- Through the monitoring indicators of policies 2 - 30

Policy links to the adopted Local Plans

Cambridge Local Plan

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change

South Cambridgeshire Local Plan

- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station

~~3.~~4. Climate change, energy, water and biodiversity

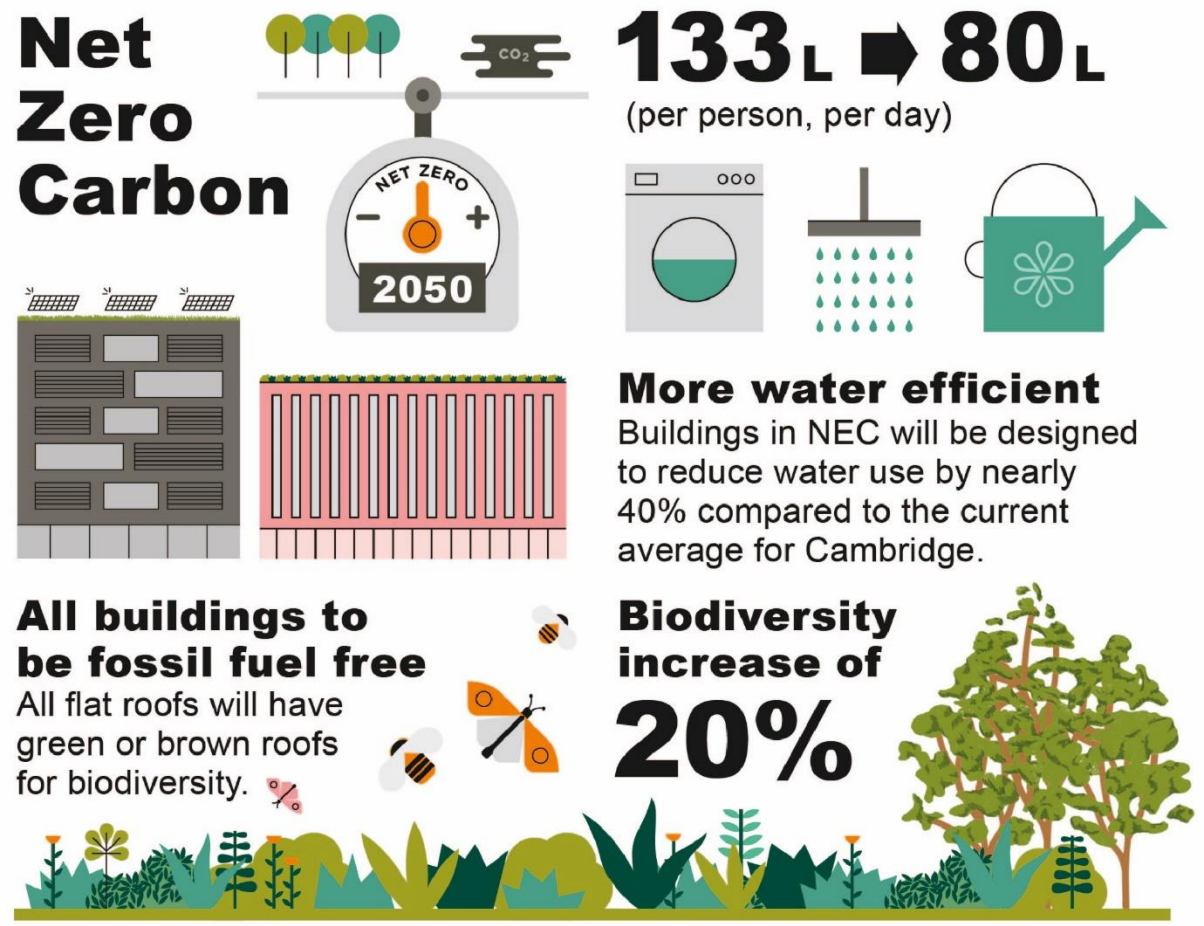


Figure 4: Infographic showing the Area Action Plan's approach to climate, water and biodiversity.

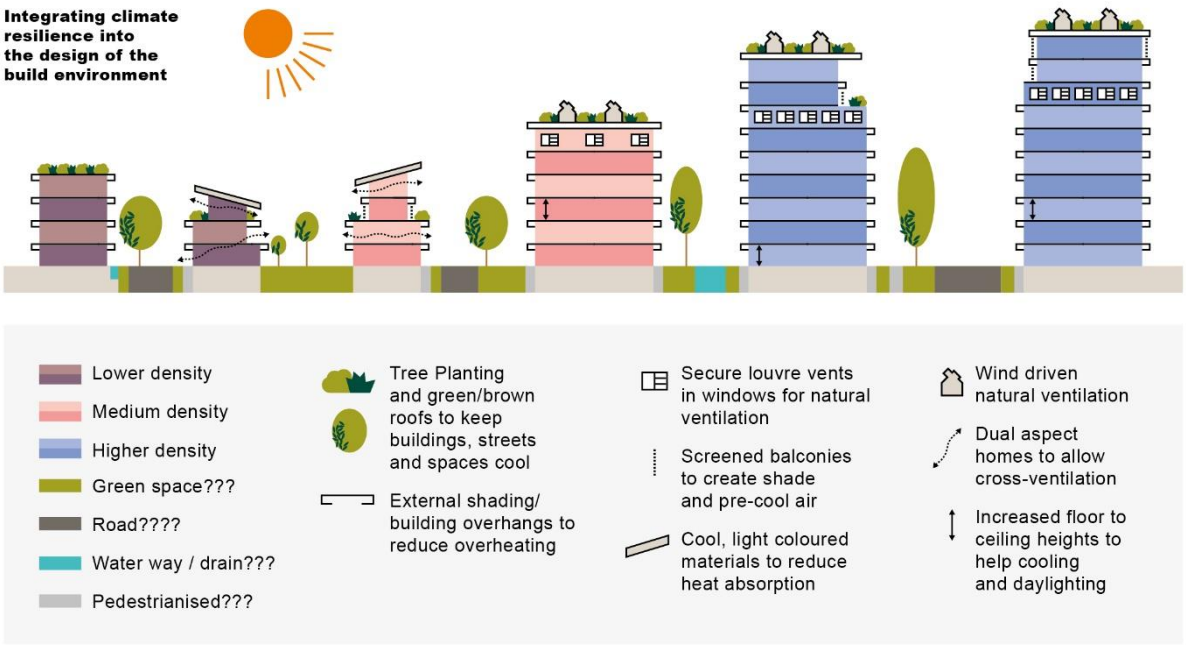
In May 2019, the UK government declared a climate emergency, and set a target for carbon emissions in the UK to reduce to net zero by 2050. Both Cambridge City and South Cambridgeshire District Councils also declared a climate emergency in 2019. The City Council's Climate Change Strategy 2021-26 shares a vision for Cambridge to be net zero carbon by 2030 and sets out six key objectives which include reducing emissions from its own buildings and vehicles, homes and buildings and transport, reducing consumption of resources, promoting sustainable food and supporting adaptation to the impacts of climate change. Achieving net zero carbon requires us to rethink all aspects of planning and placemaking; not just how buildings are designed and constructed, but also siting development where it will be well served by public transport, cycling and walking as well as renewable and low carbon energy.

Addressing the climate emergency is not just about carbon – it involves the sustainable use of all resources, and water is a particular local concern. Biodiversity is also a high priority, both at national and local ~~level~~levels. The North East Cambridge Area Action Plan ~~has been fundamentally shaped by the requirement~~therefore sets ambitious targets for ~~it~~net zero carbon buildings and driving placemaking and development to be a, low ~~-carbon, low-~~impact, biodiverse exemplar. This section sets out the policies that will ensure it ~~minimises its negative~~has positive impacts on the environment, and is resilient and adaptable to the changing climate over its lifetime.

Policies in this section:

- Policy 2: Designing for the climate emergency
- Policy 3: Energy and associated infrastructure
- Policy 4a: Water efficiency
- Policy 4b: Water quality and ensuring supply
- Policy 4c: Flood Risk and Sustainable Drainage
- Policy 5: Biodiversity and Net Gain

~~3.1~~4.1 Designing for the climate emergency



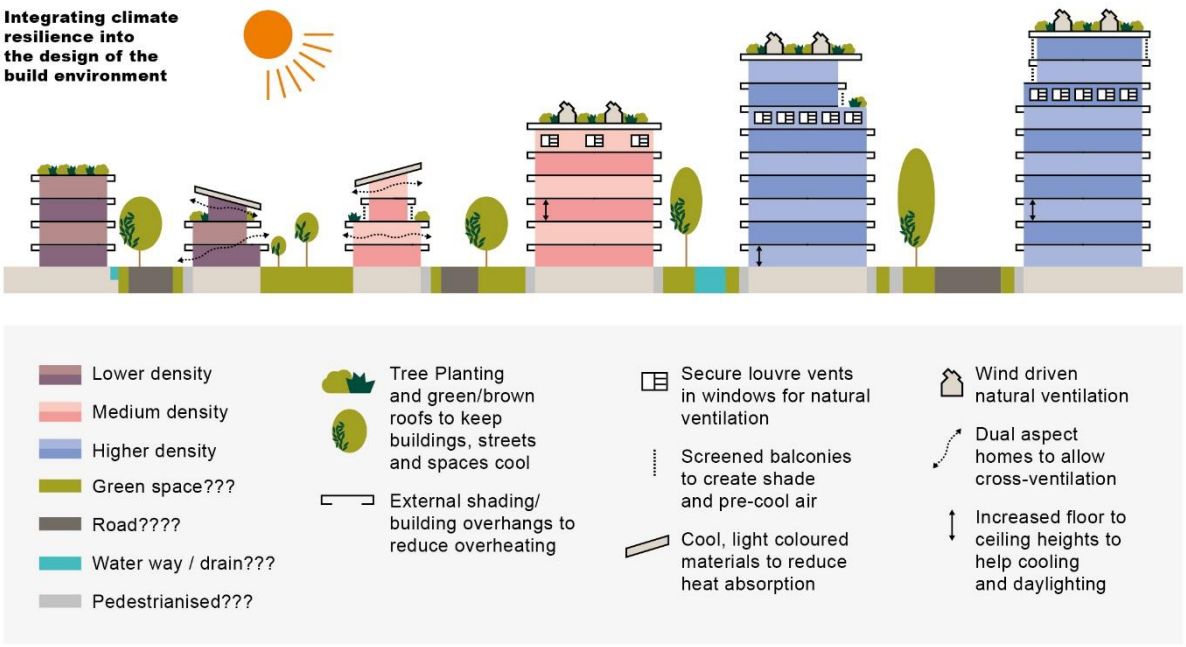


Figure 5: Design strategies for climate change adaptation and mitigation in North East Cambridge

This policy sets out the range of measures that should be an integral part of the design of all new development proposals, in order to ensure that ~~new development~~it responds to the climate emergency. These measures will ensure that development in North East Cambridge addresses the twin challenges of climate change mitigation and adaptation, in a way that enhances the environmental and social sustainability of the development.

~~**What you told us previously**~~

~~**Carbon reduction targets**~~

- ~~There was clear support for the setting of targets that reflected the climate emergency.~~
- ~~Decarbonisation of the grid should be considered, to ensure that the redevelopment of the area is not locked into the use of potentially higher emitting technologies over time.~~

~~**How your comments and options have been taken into account**~~

- ~~In light of our legal obligations the North East Cambridge Area Action Plan must place development on a clear pathway towards net zero carbon by~~

2050, giving consideration to all aspects of net zero carbon over which planning has influence.

- Further work is being undertaken to identify what future targets would look like, building on carbon footprint and carbon budget work already undertaken for the area and considering the implications of government's Future Homes Standard [HL21] on the framing of carbon reduction targets.

Wider approaches to climate change and sustainable design and construction

- You generally supported the approach outlined for setting clear and measurable targets for sustainability, supporting an aspirational approach to sustainability with some calls for flexibility in how these aspirations were applied.
- There were calls for us to increase the minimum standard for non-residential schemes from BREEAM 'Excellent', which is adopted policy for the rest of Cambridge and already achieved by schemes already under construction at North East Cambridge, to BREEAM 'Outstanding'.
- Some supported the use of the BREEAM 'Communities' standard, while others felt that further work was needed to see if such a standard would secure effective outcomes for the Area Action Plan area.
- You asked us to follow guidance from notable charities and NGOs such as the UK Green Building Council, who have developed a Framework for Net Zero in the Built Environment.
- Many recognised the opportunities that the scale of development at the site presented in terms of energy and water.
- You asked us to consider the embodied impacts of buildings and infrastructure as well as opportunities for the promotion of circular economy principles, embracing and supporting innovative smart-tech and infra-tech.

How your comments have been taken into account

- The proposed policy carries forward many of the options previously consulted on, some of which the Councils are required by law to include in their Local Plans, through the Planning Act (2008). Other elements are supported by the National Planning Policy Framework, which, at paragraph 149, places a duty on local planning authorities to adopt "a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures".
- The preferred policy will help to ensure that development at North East Cambridge mitigates its climate impacts in terms of reducing emissions, as well as ensuring that the site is capable of adapting to our future climate.

- ~~In terms of construction standards for new non-residential development, as per the option outlined in the 2019 Issues and Options consultation, BREEAM 'Excellent' is recommended as the minimum construction rating. BREEAM 'Outstanding' represents innovation, with less than 1% of the UK's new non-domestic floorspace achieving this standard. It is not the Building Research Establishments (BRE) intent for 'Outstanding' to be applied to all schemes, but to remain an indicator of innovation. BREEAM 'Excellent' represents best practice, being equivalent to the performance of the top 10% of UK new non-domestic floorspace, while a basic rating of BREEAM 'pass' represents standard practice. We therefore consider that BREEAM 'Excellent' should be the baseline standard for North East Cambridge, but that policy should include an ambition for schemes to target BREEAM 'Outstanding', in keeping with the vision of the site being a place for innovative living and working. This would build on the approach being taken on other sites in Cambridge, for example at the University of Cambridge's West Cambridge site.~~
- ~~While the focus of policy is on BREEAM certification, the policy is supportive of alternative sustainable construction standards for both non-residential and residential development, for example, the Passivhaus standard.~~

Policy 2: Designing for the climate emergency

The principles of sustainable design and construction must be clearly integrated into ~~the design of~~development proposals within North East Cambridge. All ~~development~~ proposals shall be accompanied by a Sustainability Statement as part of the Design and Access Statement and an Energy Strategy, demonstrating how their proposal meets the following requirements:

a) Net zero carbon buildings

~~**a) Construction standards**~~ I. All new ~~major~~development should achieve a specific space heating demand as follows:

- All new dwellings should have a space heating demand of 15-20 kWh per meter squared per year
- All non-domestic buildings should achieve a space heating demand of 15-20 kWh per meter squared per year

II. All heating should be provided through low carbon fuels (not fossil fuels).

III. No new developments should be connected to the gas grid.

IV. Total Energy Use Intensity (EUI) targets are achieved as per building type (set out in kWh per m2 per year), as follows:

- All residential ~~floorspace, including mixed-use buildings, shall achieve BREEAM 'Excellent' as a minimum.~~ accommodation should achieve an EUI of no more than 35 kWh per m2 per year.
- Non-domestic buildings should achieve an EUI of no more than the following, where technically feasible, by building type:
    1. Offices: 55 kWh per m2 per year
    2. Schools: 65 kWh per m2 per year
    3. Retail: 55 kWh per m2 per year
    4. Leisure: 100 kWh per m2 per year
    5. Research facility: 150 kWh per m2 per year
    6. Higher education teaching facilities: 55 kWh per m2 per year
    7. Light industrial uses: 110 kWh per m2 per year
    8. GP surgery: 55 kWh per m2 per year
    9. Hotel: 55 kWh per m2 per year

V. Proposals should generate at least the same amount of renewable energy (preferably on-plot) as they demand over the course of a year. This should include all energy use (regulated and unregulated), calculated using a methodology proven to accurately predict a building's actual energy performance. Where a development of multiple buildings is concerned, the renewable energy generation requirement should be calculated and demonstrated across the whole development so that ~~seek~~buildings that are able to exceed ~~this minimum requirement,~~the requirements do so in order to compensate for ~~example through achievement of BREEAM 'Outstanding'~~any buildings onsite that cannot meet the requirements.

~~I.~~VI. Where it is demonstrated that a development is unable to fully meet the requirements set out above for renewable energy generation, a

carbon offset payment will be ~~encouraged and supported.~~ required. This money will be used to invest in additional renewable energy.

VII. All developments must demonstrate use of an assured performance ~~Proposals that seek to use the BREEAM Communities standard or other internationally recognised communities' standards, such as the One Planet Living Framework will be supported. Alternative construction methodologies, for example Passivhaus, will be supported subject to early engagement with the Councils to agree the approach.~~

method in order to ensure that the buildings' operational energy performance reflects design intentions and addresses the performance gap.

~~a)~~b) Adaptation to climate change

All Development, including infrastructure, must be climate-proofed to a range of climate risks, including flood risk (see Policy 4C and Policy 25: Environmental Protection), overheating and water availability. In order to minimise the risk of overheating, all development must apply the cooling hierarchy as follows:

I. Reducing internal heat generation through energy-efficient design;
II. Reducing the amount of heat entering a building in summer through measures such as orientation, ~~shading, albedo~~natural shading from trees and other vegetation, glare, fenestration, insulation, green roofs and cool materials. All flat roofs must contain an element of green roof provision;
III. Managing heat within the building, e.g. through use of thermal mass and consideration of window sizes;
IV. Passive ventilation;
V. Mechanical ventilation;
VI. Only then considering cooling systems (using low carbon options).

For residential development, initial overheating assessment should be undertaken early in the design process using the Good Homes Alliance Overheating Toolkit to ensure that mitigating the risk of overheating is an integral part of building design. Where required, detailed overheating analysis must be undertaken using the latest

CIBSE overheating standards (CIBSE TM52 and TM59 or successor documents) and include consideration of future climate scenarios using 2050 Prometheus weather data2. Consideration shall be given to external environmental constraints such as noise and local air quality which will influence the design of certain approaches such as natural ventilation. The interdependence of provisions for acoustics / noise, indoor air quality (ventilation) and controlling overheating is an important consideration when designing a building to provide suitable indoor environmental quality (IEQ).

~~b)~~c) Water management

~~c) Carbon reduction~~

~~Development at North East Cambridge must support the transition to a net zero carbon society.~~

~~Development must minimise carbon emissions associated with operational energy and construction, including materials, as well as wider emissions, for example those associated with transport. Development must be supported by decentralised renewable and low carbon energy combined with smart approaches to energy infrastructure including energy storage (see).~~

~~The Councils will require an Assured Performance Certification in order to address the performance gap between 'as designed' performance and 'as built' performance.~~

Refer to Policy 4a: Water efficiency, Policy 4b: Water quality and ensuring supply, and Policy 4c: Flood Risk and Sustainable Drainage.

~~c)~~d) Site waste management

Development must be designed to reduce construction waste, integrate the principles of Design for Deconstruction, and address the requirements of the RECAP Waste Management Design Guide or successor documents.

Provision should also be made for innovative approaches to the storage and collection of waste post-construction which integrate waste management into the development and support high levels of recycling.

[2] http://emps.exeter.ac.uk/engineering/research/cee/research/prometheus/

~~d)~~e) Use of materials

~~All major new development must take into consideration the embodied carbon associated with materials using the RICS Whole Life Carbon[3] approach or successor documents.~~ Residential developments of 150 homes or more and non-residential development of 1,000m^2 or more should calculate whole life carbon emissions through a nationally recognised Whole Life Carbon Assessment and demonstrate actions to reduce life-cycle carbon emissions and prioritise materials with low embodied carbon where practicable (for example engineered timber). Development must be designed to maximise resource efficiency and identify, source and use environmentally and socially responsible materials, giving consideration to circular economy principles and design for deconstruction, which should be set out in a Circular Economy Strategy.

~~Proposals must be futureproofed to enable future occupiers to easily retrofit or~~

~~**d) Futureproofing** upgrade buildings and/or infrastructure in the future to enable achievement of net zero carbon development.~~

Why we are doing this

Relevant objectives: 1

Development at North East Cambridge will take place over 25 years, and as such will take place alongside the UK's transition to a net zero carbon society by 2050, in line with the requirements of the Climate Change Act 2008. For this to be achieved, a holistic approach to sustainable development and reducing the environmental impact of development must be embedded within all development proposals from the outset. This almost always leads to a better design and lower lifetime costs, as options are greater at an early stage and there is more scope to identify options that achieve multiple aims. The proposed policy is based on the findings of our Net Zero Carbon study, and also builds upon the requirements set out in the adopted ~~2018~~Cambridge and South Cambridgeshire Local Plans~~, and~~. Further guidance on

[3] RICS Whole Life Carbon Assessment for the Built Environment professional statement 2017

implementation ~~is contained within the Greater Cambridge Sustainable Design and Construction~~will be provided in an updated Supplementary Planning Document.

~~**Carbon reduction targets**~~

Carbon reduction targets

With regards to standards for carbon reduction, footnote 48 of the NPPF requires planning policies to be in line with the objectives and provisions of the Climate Change Act 2008~~. While it is noted that national planning policy currently seeks to restrict carbon reduction standards to a 19% improvement on current 2013 Building Regulations, this is not in line with the objectives and provisions of the Climate Change Act, which require net zero carbon by 2050.~~, which requires net zero carbon by 2050. For us to achieve this legally binding target, urgent action is needed to address the carbon emissions associated with new development, and the planning system has a clear role to play in this, in line with the requirements of Section 182 of the Planning Act (2008). Government have confirmed, in their response to the Future Homes Standards Consultation, that local planning authorities can continue to use Local Plans to set energy standards for new homes that go beyond Building Regulations.

Local Plans are required by planning and environmental legislation to contribute proactively to meeting national and international climate commitments, notably section 19(1A) of the Planning and Compulsory Purchase Act 2004 (PCPA). It is only by setting local carbon reduction targets by reference to wider national and international targets – and demonstrating proposed policies' consistency with local targets – that it is possible to establish and track an area's contribution to the mitigation of climate change (and for policies to be "designed to secure" that local land use and development mitigates climate change). In this sense, section 19(1A) makes emissions reduction a central, organising principle of plan-making. ~~Further work to inform the development of a carbon reduction target for Greater Cambridge is currently being undertaken, and this will inform the preparation of specific targets.~~

Standards for sustainable design and construction

Sustainable design and construction is concerned with the implementation of sustainable development in individual sites and buildings. It takes account of the

resources used in construction, and of the environmental, social and economic impacts of the construction process and how buildings are designed and used. While the choice of sustainability measures and how they are implemented may vary substantially between developments, the general principles of sustainable design and construction should be applied to all scales of development.

~~Nationally described sustainable construction standards have been developed for new non-residential and mixed-use development, utilising the BREEAM methodology. While this requirement does not apply to minor development, such developments should still demonstrate how the principles of sustainable design and construction have been integrated into their design through the submission of a Sustainability Statement. The Councils will be supportive of innovative approaches to meeting and exceeding the standards set out in policy and are supportive of alternative approaches to the BREEAM methodology, subject to early discussion as part of the pre-application process. Standards such as Passivhaus, the WELL Standard, the One Planet Living Framework and Leadership in Energy and Environmental Design (LEED) could be utilised. The Councils would also be supportive of the construction standards for residential development at the site, for example the Home Quality Mark or Passivhaus. There is an aspiration in policy to see buildings on the North East Cambridge site delivered to the BREEAM 'Outstanding' standard.~~

~~The above requirements will be viability tested to inform the next version of the Area Action Plan.~~

The standards set out above have been informed by our Net Zero Carbon evidence base and set out measures to reduce energy demand associated with new buildings before considering the role of renewable energy to meet the remaining energy demands of those buildings. In order to deliver net zero carbon buildings, these requirements consider all energy use in buildings, as well as the carbon associated with constructing buildings via the application of Whole Life Costing, using approaches such as the RICS Professional Statement: Whole life carbon assessment for the built environment, using BS 15978. The policy does not set requirements related to specific construction standards such as BREEAM or Passivhaus, albeit the approach to reducing emissions set out in the policy is derived

from the approach used to achieve Passivhaus. Developers may wish to utilise those standards to meet the Post Occupancy Evaluation elements of the policy. Wider policies contained within the AAP cover many of the other elements considered by construction standards such as BREEAM, such as policies related to water use and sustainable drainage, biodiversity and transport policies.

In addition to measures to reduce the carbon emissions associated with new development, the policy also sets requirements in relation to ensuring that new development is resilient to our changing climate, in line with our legal duty set out in the Planning Act. Even with the UK's net zero carbon target, our climate will still change as a result of past emissions. The key principle is to ensure that adaptability is designed into all new developments from the outset, so that residents and building occupiers do not have to rely on complex systems and technologies that are expensive to maintain. It is also important to look to measures beyond buildings themselves, seeking opportunities within the landscape setting of new developments for adaptation. This will often require a multidisciplinary approach to design in order to maximise benefits, recognising the role of all members of the design team in responding to climate change.

Sitting alongside the risks of flooding, heat in the built environment has been identified as one of the UK's top climate risks in the UK Climate Risk Assessment, and as such the policy seeks to address the issue of overheating through the application of the cooling hierarchy.

Site waste management

Effective on-site waste management is required at the demolition and construction phase of a development to ensure that the amount of waste generated is minimised. This can be achieved in various ways including the use of recycled and secondary materials, as well as treating waste, where practical and reasonable, to then be reused, recycled or processed to recover materials.

It is important that effective on-site management and collection of household and commercial waste is considered and addressed at the design stage of a development proposal. Within Greater Cambridge, there are currently a number of innovative approaches to waste collection which include the HI-AB system (a large

container sunk into the ground), a hydraulic system (a hydraulic powered platform on which a wheeled bin stands) as well as the ENVAC underground system which is successfully used across Europe and emerging in new higher density developments in London. Development proposals should refer to the most up to date Greater Cambridge Shared Waste policies on waste storage and collection and early engagement with the shared waste service is recommended.

Evidence supporting this policy

- Greater Cambridge Local Plan Net Zero Carbon Evidence Base (~~currently in development)~~2021):
- North East Cambridge site wide energy and infrastructure study and energy masterplan (~~currently in development~~2021)

Topic Papers and other documents informing this policy

- Climate Change Topic Paper ~~(2020~~ (2021)
- Health Facilities and Wellbeing Topic Paper (~~2020~~2021)
- Waste Management and Collections Topic Paper ~~(2020~~ (2021)

Monitoring indicators

- Percentage of permissions meeting the net zero carbon building requirements.

Policy links to the adopted Local Plans

~~Monitoring indicators~~

- ~~An increase in the number of non-residential completions delivered at BREEAM 'Excellent'/'Outstanding' with maximum credits for water consumption.~~

~~Policy links to the adopted Local Plans~~

Cambridge Local Plan 2018

- Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use

South Cambridgeshire Local Plan 2018

- Policy CC/1: Mitigation and adaptation to climate change
- Policy CC/3: Renewable and low carbon energy generation in new developments
- Policy CC/4: Water efficiency
- Policy CC/6: Construction methods

~~3.2~~4.2 Low carbon energy and associated infrastructure

To deliver a low carbon city district, an integrated approach to identifying the energy needs of the development, the appropriate technologies and opportunities for decentralised energy, and the infrastructure required to support rapid decarbonisation is needed. This policy ensures that this approach is embedded at an early stage, via the development of a site-wide energy and infrastructure study and energy masterplan, to support carbon reduction targets for the site.

~~**What you told us previously**~~

- ~~You told us that there were opportunities for the development of a site wide approach to energy. You asked us to consider the embodied impacts of buildings and infrastructure as well as opportunities for the promotion of circular economy principles, embracing and supporting innovative smart-tech and infra-tech.~~

~~**How have we taken this in account**~~

- ~~We have developed the policy below to maximise the opportunities that the area presents in relation to site wide energy and aims to ensure that the infrastructure to support development and the transition to net zero carbon is identified and provided early in the development of the site.~~

~~**Policy 3: Energy and associated infrastructure**~~

~~**To support the transition to net zero carbon and achieve energy efficiency, an Area Action Plan wide approach to energy and associated infrastructure should be investigated and, where feasible and viable, implemented.**~~

Policy 3: Energy and associated infrastructure

In order to facilitate decarbonisation and the necessary grid upgrades required to support development at NEC, as well as making best use of grid infrastructure, the following approach must be taken:

a) Expansion of the Milton Primary Sub-Station.

b) Energy Strategies accompanying all new development proposals shall include a feasibility assessment for a range of renewable energy technologies to achieve the energy standards set out in policy 2. This should include consideration of more efficient heat pumps systems such as water source and ground source heat pumps, as well as the feasibility of developing fifth generation heat networks as part of individual development proposals and the role of energy storage solutions.

c) All proposals should optimise the design of roof spaces to maximise the space for solar generation giving consideration to other uses including other plant requirements and provision of green/brown roofs and roof terraces.

d) In order to help reduce peak demands on the electricity grid, all new development must:

   i. Incorporate smart meters for all residential units and all non-residential floorspace and make provision to enable battery storage;

   ii. Incorporate smart management of electric vehicle charge points within car barns in order to shift demand away from peak times and help to smooth demand profiles.

Why we are doing this

Relevant Objective: 1

To support the role that North East Cambridge has to play in delivering a low environmental impact city district, ~~the Shared Planning Service have commissioned the development of an Energy and Infrastructure Study and Energy Masterplan for North East Cambridge. This will consider the energy options and associated infrastructure requirements needed to support the energy demands of the development and the transition to net zero carbon, giving consideration to energy use in buildings, battery storage and that required for transportation. It will also give consideration to the development of local energy communities and local collaboration and options for community ownership of decentralised energy opportunities that may arise from the energy masterplan.~~ a grid capacity study and energy masterplan for the site has been developed. The key finding of this document is that to support the development of North East Cambridge, alongside meeting targets for net zero carbon development and supporting the electrification of transport, the electricity grid serving the area will require reinforcement. Initial work suggests that two new transformers will be required at the Milton Road primary sub-station. The report recommends ensuring that the Area Action Plan helps to facilitate an extension to the Milton Road primary sub-station in order to provide the necessary upgrades needed to support development.

~~The energy masterplan will help to identify opportunities for decentralised energy including district energy systems and overcome infrastructure constraints at an early stage in the development of North East Cambridge and promote innovative smart energy approaches to overcoming such constraints. This work will be subject to viability testing as part of the preparation of the Area Action Plan and further policy development.~~

Alongside grid reinforcement, the energy masterplan had considered the potential for a site wide approach to energy across North East Cambridge. Due to the requirements of policy 2, which seek to drive down energy demand across the site, this limits the potential for approaches such as a site wide district heat network. There may, however, be potential for smaller fifth generation heat networks to be developed as part of individual development proposals, linking a smaller number of buildings. An assessment of the feasibility of such networks as part of planning proposals is therefore included in this policy. In the context of policy 2, it will also be important that all schemes are designed to maximise roof space for solar generation,

whilst also giving consideration to the location of other plant, such as air source heat pumps, alongside the use of roofs for amenity space. Provided that careful consideration is given to the design of such spaces early in the design process, it is feasible for roofs to accommodate a number of uses.

Alongside the provision of additional grid capacity, it is also important for the Area Action Plan to promote an approach that delivers the more efficient use of available grid capacity, via the promotion of smart energy systems. The provision of smart meters and smart management is important element of this, which will help to reduce the costs associated with grid reinforcement and help to reduce peak energy demands on the electricity grid.

Evidence supporting this policy

- ~~Greater Cambridge Local Plan Net Zero Carbon Evidence Base (currently in development)~~
- North East Cambridge Site wide energy and infrastructure study and energy masterplan (~~to be prepared~~2021)
- Greater Cambridge Local Plan Net Zero Carbon Evidence Base (2021)
- North East Cambridge Infrastructure Delivery Study (2021)
- North East Cambridge Viability Study (2021)

Topic Papers and other documents informing this policy

- Climate Change Topic Paper ~~(2020~~(2021)
- Smart Infrastructure Topic Paper: Future Mobility ~~(2020~~ (2021)
- Smart Infrastructure Topic Paper: Environmental Monitoring (2020)

Monitoring indicators

- None

Policy links to the adopted Local Plans

- ~~Infrastructure Study~~[LW22]
- ~~Viability Study~~

~~**Monitoring indicators**~~

- ~~Installed capacity of renewable and low carbon energy alongside storage capacity and EV charge point capacity~~
- ~~Amount of additional grid capacity required~~
- ~~Other indicators to be confirmed.~~

~~**Policy links to the adopted Local Plans**~~

Cambridge Local Plan 2018

- Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use
- Policy 29: Renewable and low carbon energy generation
- Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

South Cambridgeshire Local Plan 2018

- Policy CC/1: Mitigation and adaptation to climate change
- Policy CC/2: Renewable and low carbon energy generation
- Policy CC/3: Renewable and low carbon energy in new developments
- Policy TI/8: Infrastructure and new developments

~~3.3~~4.3 Water

It is important that development at North East Cambridge responds to the climate emergency and local water resource issues through minimising water use as far as possible, ensuring that water and sewage infrastructure is adequate and maintains water quality in the area, and minimises flood risk now and in the future. The policies in this section set clear standards and expectations for development across all water related issues, including ensuring adequate water supply for all stages of development.

~~**What you told us previously**~~

Policy 4a: Water efficiency

- ~~You recognised that~~ Proposals for new development shall make provision for the ~~scope to maximise the potential for water recycling, stormwater~~installation and management of measures for the efficient use of mains water, including consideration to rainwater harvesting ~~measures as part of the design needs to be explored although acknowledging that brown~~ and water recycling ~~should be undertaken in an effective and sustainable manner. A site wide approach to water supply should be explored early on. The highest levels of water recycling in compliance with~~. Proposals for residential development must achieve mains water efficiency standards equivalent to 80 litres/person/day and non-residential development the maximum BREEAM credits for water ~~efficiency should be sought including an understanding of maintenance and carbon efficiency.~~

- ~~You raised the need for planning to take full consideration of climate change and water stress, with some respondents noting issues surrounding water abstraction and the impacts that this is having on the River Cam and other local watercourses.~~

- ~~The Environment Agency supported early consideration of integrated approaches to water management that considers not just flood risk but also water resource availability.~~

- ~~Cambridge Water were supportive of setting the highest possible standards for water efficiency with reference to 80 litres/person/day for residential development.~~

~~How your comments and options have been taken into account~~

~~In terms of water efficiency, due to the levels of water stress facing Cambridge, the policy requires the use of the national technical standard of 110 litres/person/day for all new residential development, and the specification of a set number of BREEAM credits for non-residential development (of between 3 and 5 credits under~~ use (Wat 01). ~~However, it is noted that these targets alone may not be sufficient to secure long term sustainability of water supply, and it is noted that in their response to the 2019 Issues and Options consultation, Cambridge Water reiterated their support for the setting of an 80 litre/person/day standard for all residential development at the site.~~

- While national planning policy currently prevents the Councils from setting more ambitious targets for water efficiency in residential development, it is considered that the area could, due to a number of factors, represent an opportunity for an area-wide approach to water reuse as part of an integrated approach to water management. As such, policy in the Area Action Plan could promote this approach. We have not placed an obligation or provided a policy criterion for decentralised water supply as we do not have an evidence base to demonstrate this could work at an Area Action Plan scale. We would need assurances that the critical scale for a decentralized network to operate effectively would not undermine the strategic water supply function for the site.

- The policies reflect the concerns made in relation to demand and water stress including climate change impact within the criteria and also stipulates the integration requirements between water management and green infrastructure.

Water quality and demand

- You suggested that a full investigation is required to ensure any remedial work on water contamination is fully explored and considered and that this would be required as part of a planning condition.

- Further commentary was received relating to integrating water management with sustainable urban drainage systems (SuDS), water use/recycling and green infrastructure for North East Cambridge with an innovative management strategy.

How your comments and options have been taken into account

- In terms of site water contamination remediation, the policy places clear emphasis on the contamination impact associated with the First Public Drain. The policy states that an obligation will need to be secured by the developer to carry out a water quality assessment and propose a mitigation management and maintenance plan.

Flood risk and sustainable urban drainage

- You raised concerns about the relocation of the Cambridge Waste Water Treatment Plant and its impact on flood risk, neighbouring communities,

green belt and the environment. You also felt that the suitability of relocation options for the Waste Water Treatment Plant should be picked up in a Water Cycle Study.

- You commented that opportunities should be made for provision of on-site water management integration with SuDS, green infrastructure and water use/re-use including management innovation and to ensure that this interaction is an integral element of any initial design stage.

How your comments and options have been taken into account

- The policy and subsequent Sustainability Appraisal and Water Cycle Study will address the impacts of the relocation of the Waste Water Treatment Plant on development at North East Cambridge. However, it is not for either the policy or accompanying Sustainability Appraisal to assess the relocation, this will be subject to its own assessment as part of the consent process for the new facility. Sustainable urban drainage systems (SuDS) will be an integral part of North East Cambridge and there are measures in the policy to ensure SuDS are multi-functional and incorporated with green infrastructure and water management.
- The policy stipulates that developers will need to put in place measures that will ensure high standards for drainage, water reuse, management and flood risk are secured and that an area-wide approach is taken, including in relation to management and maintenance.

Policy 4a: Water efficiency

All new residential developments must achieve, as a minimum, water efficiency equivalent to 110 litres/person/day. Substantial weight will be afforded to mains water consumption of 80 litres/person/day, giving consideration to rainwater harvesting and/or water recycling. Proposals for non-residential development must achieve 5 BREEAM credits for water use (Wat 01), unless it can be demonstrated that such provision in not technically or economically viable.

Policy 4b: Water quality and ensuring supply

A Water Quality Risk Assessment will be required and secured through a planning obligation to identify foul sewage, surface water and groundwater on surface and

~~groundwater systems and consider appropriate avoidance measures before incorporating appropriate mitigation measures including works to the First Public Drain where necessary.~~

~~The council will expect developers to~~ Planning applications will be required to demonstrate that all proposed development will be served by an adequate supply of water~~,~~ that will not cause unacceptable environmental harm, that there is appropriate sewerage infrastructure, and that there is sufficient sewage treatment capacity to ensure that there is no deterioration of water quality. Where development is being phased, each phase must demonstrate sufficient water supply and waste water conveyance, treatment and discharge capacity. A planning condition or obligation may be secured to ensure all necessary works relating to water supply, quality and wastewater have been carried out prior to development being occupied.

~~Prior to commencement of development the potential for contaminated land (both human health and controlled waters) shall be comprehensively characterised, investigated and risk assessed including the consideration of remediation as necessary having regard to the proposed end uses.~~

All development proposals should include an assessment of the measures taken to protect and enhance water quality within the surrounding water environment, including local surface water and groundwater, in particular, where there is known or potential land contamination; the proposal alters ground conditions; and in the consideration of the form(s) of sustainable drainage scheme to be incorporated.

Policy 4c: Flood Risk and Sustainable Drainage

~~All~~**Potential flood risk to the development**

Proposals requiring a Site Specific Flood Risk Assessment (FRA), following the principles of the National Planning Policy Framework (2021), must demonstrate that the development, including any boundary treatment, will:

a) be resistant and resilient to all relevant sources of flooding including surface water;
b) be designed and positioned so that it does not increase flood risk elsewhere by either displacement of flood water or interruption of flood flow routes;

c) wherever possible, reduce existing overall site flood risk; and
d) provide a safe means of evacuation.

In addition, any development will only be supported where:

e) floor levels are above the 1 in 100 year flood level plus an allowance for climate change from all sources of flooding and where appropriate and practicable also 300mm above adjacent highway levels.
f) exceedance flood events either as a result of drainage system failure or return periods in excess of 1 in 100 year event are directed away from buildings.

Potential flood risk from the development

Development proposals will be ~~permitted providing it is demonstrated~~required to demonstrate that:

a) the peak rate of run-off over the lifetime of the development achieves greenfield run-off rates. If this cannot be technically achieved, then the limiting discharge should be 2 litres per second per hectare for all events up to and including the 100-year return period event, including an allowance for climate change;
b) the development is designed so that the flooding of property in and adjacent to the development would not occur for a 1 in 100-year event, plus an allowance for climate change and in the event of local drainage system failure;
c) the discharge locations have the capacity to receive all foul and surface water flows from the development, including discharge by infiltration, into water bodies and sewers;
d) there is a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime; and
e) where reasonably practical, the destination of the discharge complies with the following priority order:
    1. Water reuse and ~~brown~~rain water harvesting;
    2. To ground via infiltration (where reasonable and practical);

3. To a water body; and lastly
4. To a surface water sewer

Discharge to a foul water or combined sewer will be unacceptable.

~~Development proposals will be required to carry out a Strategic Flood Risk Assessment following the principles of the National Planning Policy Framework (2019).~~

~~In addition, proposals will be supported for an undeveloped site:~~

~~f) if it is not located within the Environment Agency's flood zone 3b, unless it is a water-compatible development and does not increase flood risk elsewhere by either displacement of flood water or interruption of flood flow routes and employs flood resilient and resistant construction, including appropriate boundary treatment and has a safe means of evacuation; and~~

~~g) if it is not located within the Environment Agency's flood zone 3a, unless it is a water compatible development or minor development when the principles in a) and b) above apply; and~~

~~1) it is located within the Environment Agency's flood zone 2 or a surface water wetspot and employs flood resilient and resistant construction as appropriate; and~~

~~2) floor levels are 300mm above the 1-in-100-years flood level, plus an allowance for climate change where appropriate and/or 300mm above adjacent highway levels where appropriate.~~

~~To minimise the risk of flooding in North East Cambridge all~~ **Sustainable Drainage Systems**

Development will be required to implement a Sustainable Drainage System (SuDS) ~~in accordance with~~ guided by the Cambridgeshire Flood and Water ~~SPD.~~Supplementary Planning Document (or successor documents). Development will be permitted provided that:

a) surface water is managed close to its source and on the surface where reasonably practicable to do so;
b) priority is given to the use of environmental improvements, with SuDS naturalised to enhance green and blue infrastructure;

c) water is seen as a resource and is re-used where practicable, offsetting potable water demand, and that a water sensitive approach including impacts of climate change are considered in the design of the development;
d) the features that manage surface water are commensurate with the design of the development in terms of size, form and materials and make an active contribution to placemaking;
e) Surface water management features are multi-functional where possible;
f) Any flat roof provides an element of green or brown roof;
g) There is no discharge from the developed site for rainfall depths up to 5 mm of any rainfall event.

~~Adopted SuDS schemes will be discounted from formal open space calculations.~~

SuDS schemes will be discounted from formal open space calculations and within informal areas can only be included within the calculations if it can be demonstrated there is no detriment to the wider amenity, biodiversity or other key functions of the open space.The design of SuDS should take into account the possible presence of any buried archaeology and developers should undertake early discussions with Historic England and Cambridgeshire County Council's Historic Environment Team.

Why we are doing this

Relevant Objectives: 1, 4

Water efficiency and supply

North East Cambridge is located in one of the driest areas in the UK and has been identified as an area of ~~severe~~serious water stress. The area has experienced lower than average rainfall over several years, leading to local concerns regarding environmental impact on watercourses, in particular chalk streams. ~~The policy sets out~~Evidence has shown that existing abstraction is causing environmental problems. As a ~~number of~~result, future development cannot be supplied with water by increased abstraction from the chalk aquifer, whether licenced or not, and must be met in other ways. A key issue identified in the Greater Cambridge Integrated Water

Management Study (2021) is the need for new strategic water supply infrastructure to provide for longer term needs, and to protect the integrity of the chalk aquifer.

A Fens Reservoir was identified in Anglian Water's Water Resources Management Plan 2019 as a potential strategic water resource option. Similar winter storage options were explored by Cambridge Water. Given the challenges faced in the region, Anglian Water and Cambridge Water decided to accelerate the programme for a Fens Reservoir and made a joint submission for the development of the reservoir under the government's RAPID process in summer 2021.

As at Autumn 2021, Water Resources East is preparing its Water Management Plan for the region to cover the period to 2050. It is understood that this will include planning for significant new infrastructure including the new Fens Reservoir, alongside other measures ~~to ensure that~~ , to provide water supply that is designed to address both environmental and growth needs. However, on current timelines this will only be available to supply water from the mid 2030s.

Until such new strategic resources are delivered, there are short/medium term risks that ongoing growth will cause further deterioration to the chalk aquifer and habitats in the chalk streams which flow into Cambridge. The solutions could lie in measures such as sourcing more water from other locations that do not rely on the aquifer and seeking maximum efficiency in water use and further reducing wastage through leakage. This approach could have dual benefits in reducing pressures from existing development and meeting short/medium term risks until the mid 2030s.

Until more is known about the proposals for water supply that will be contained in the new regional Water Management Plan, there remains some uncertainty whether water supplies can be provided in a way that is sufficient for the early phases of North East Cambridge site to be delivered ahead of provision of the new reservoir. For this reason Policy 4b requires that any planning application will therefore need to demonstrate that there is sufficient water supply available to meet the demands generated by the development without putting additional pressure on the aquifer such as to give rise to environmental harm to the chalk streams and the River Cam in particular. It will not be sufficient to rely, in meeting this policy requirement, on the ability to statutorily requisition a supply from the water undertaker; evidence will be required to demonstrate that the anticipated water demand of the new development

can be met without environmental harm that further abstraction from the aquifer will be likely to cause. However, once the new Water Management Plan for the region is completed, it is possible that this may provide the necessary evidence to meet the policy requirement. The local planning authority will consider the matter in relation to each planning application and the level of certainty that can be demonstrated at the time it is being determined.

In view of the early progress towards delivery of a new Fens Reservoir to provide additional strategic water supply, as well as the planned preparation of the WRE Water Management Plan, there is a reasonable prospect of delivery starting on the North East Cambridge site in the plan period to 2041 either on the trajectory contained in the plan, if suitable interim measures are identified, or on a delayed trajectory with completions starting once the new reservoir is in place in the mid 2030s.Many of the potential solutions are outside the control of planning policy, but one way in which the plans can reduce the demand for water is by requiring high levels of water efficiency ~~are achieved~~ in all new developments ~~in order to respond to the water stress facing Greater Cambridge~~. The Greater Cambridge Integrated Water Management Study (IWMS) has shown that 80 litres/person/day is achievable by making full use of water re-use measures on site including surface water and rainwater harvesting, and grey water recycling. The cost effectiveness improves with the scale of the project, and that a site-wide system is preferable to smaller installations.

Whilst this is a higher standard than the current optional building regulations standard, there is a strong case for greater water efficiency in Greater Cambridge. Increased standards of water efficiency for Greater Cambridge are also supported by Cambridge Water, Water Resources East, and the Environment Agency.

The Shared regional principles for protecting, restoring and enhancing the environment in the Oxford-Cambridge Arc~~Development at North East Cambridge is being considered as part of the wider Water Cycle Study undertaken for the emerging Greater Cambridge Local Plan. This study considers the River Cam catchment of which North East Cambridge falls within as well as any supply/capacity constraints that are evident.~~

~~For new housing, national policy enables local planning authorities to set water efficiency standards for new development in line with the additional national technical requirements set out in Part G of Building Regulations, for areas where there is clear need. The need for setting the requirement of 110 litres/person/day has already been established through the examination of the adopted 2018 Local Plans. For non-residential development, it is recommended that policy for North East Cambridge follows that for the rest of Cambridge, where maximum BREEAM credits for water use is sought.~~

~~However, it is noted that these targets alone may not be enough to secure long term sustainability of water supply. At present, national policy limits the level of water efficiency that we can set for new housing, despite there being clear evidence that more stringent standards are required. The scale of development at North East Cambridge, along with the mix of uses means that the site represents a significant opportunity for a site wide approach to water reuse as part of an integrated approach to water management, and as such the policy in the Area Action Plan promotes this approach. Such an approach, combined with water efficiency measures, could support the achievement of more ambitious levels of water efficiency for the scheme, taking inspiration from other developments in the Greater Cambridge area that benefit from water re-use such as the Eddington development at North West Cambridge.~~

are clear that they will encourage local partners to exceed minimum standards required by building regulations on issues such as water consumption, and that they will be working with Government on this issue.

Water quality

The maintenance and enhancement of water quality of both ~~water courses~~watercourses and groundwater within North East Cambridge is imperative. Not only can these be an important source for water supply, but they can also provide a valuable general amenity, biodiversity and recreational resource. The majority of North East Cambridge falls within a medium category for groundwater vulnerability. This means that the area ~~offers some~~could still easily transmit pollution to groundwater ~~protection.~~

The Environment Agency publication Policy and Practice for the Protection of Groundwater provides useful information and guidance on the risks to groundwater quality. It also explains the concepts of source and resource protection.

Any site which may be contaminated to some degree by virtue of its previous usage forms a potential risk to water quality~~, especially if redevelopment takes place. The Environment Agency requests any developers of sites which fall into this category~~. Developers should contact the Environment Agency at ~~their~~the earliest opportunity to discuss the need for historical information and site investigations to determine the degree of contamination~~, if any,~~ of both soil and groundwater.

~~Although~~ The River Cam ~~is not within the Area Action Plan boundary the river catchment does cover the Area Action Plan. There is over-abstraction from the aquifer within the catchment of the River Cam. Water is abstracted primarily to supply homes and businesses but also as part of an 'augmentation scheme' designed in which Cambridge Water abstracts from the aquifer, to pump into the rivers to ensure they 'run'. There is also seasonal abstraction for agricultural purposes. Much of the water extraction takes place up stream of the River Cam from the Area Action Plan area, in particular from the chalk streams which feed the river which have an impact on flow.~~

~~The River Cam is~~has been experiencing a very low flow rate, ~~where the majority of the water volume is outflow from the Waste Water Treatment Plant. Water pollution from both point of source and diffused pollution continue at the same rate but if the river volume is low and moving slowly, the impact~~which is adversely impacting water quality in terms of nitrification, algal bloom, deoxygenation and greater siltation ~~is greater~~. The previous and current uses of the site indicate that ground contamination is likely to be an issue. Although this is not a flood risk issue, it ~~will~~could have an impact on the type of surface water management regime that should be utilised by any development proposal.

Adequate site investigations will need to be undertaken to determine the level of contamination, locations and level of risk. This will define appropriate surface water management solutions. Sustainable drainage systems (SuDS) can be used effectively in areas of contaminated land as they are not limited to infiltration devices. Features such as permeable paving, ponds, swales and rain gardens can be lined to

prevent the mobilisation of contaminants and purification of diffuse pollution from the new developments can be attained through ~~reed planting and other and water-based planting.~~SuDS measures utilised close to the source of rainfall.

Flood risk

The general principle of assessing all forms of flood risk at every stage of development is a principle that is established within the National Planning Policy Framework and the National Planning Practice Guidance. ~~Local authorities are encouraged to have a proactive approach in managing flood risk.~~

Flood risk is generally assessed ~~on~~against the ~~basis of the potential source~~type of flooding~~,~~ with fluvial (river), pluvial (surface water), groundwater, sewers and reservoirs being the main potential sources ~~and the North East Cambridge Area Flood Risk Assessment 2019 has been used to determine this.~~ . Information on flood risk in Greater Cambridge is provided by the Greater Cambridge Strategic Flood Risk Assessment (2021), and the area has also been subject to an Area Flood Risk Assessment to accompany the AAP. As flood risk information is regularly updated, developers should consult the latest information available from the Environment Agency, the Lead Local Flood Authority or updates to the Strategic Flood Risk Assessment.

Development may increase the flood risk downstream unless an adequately designed surface water management scheme is incorporated into the proposals.

~~The majority~~Redevelopment of older existing office and industrial ~~developments do not meet current drainage standards, which have been~~ sites within North East Cambridge offers the potential to significantly ~~improved since these buildings were developed~~improve on-site drainage management and ~~are discharging greater flows than would have been prior to the site being developed. These existing developments may represent a risk during extreme events and may cause~~help to mitigate localised flooding.

~~They will also contribute to a greater catchment wide discharge than prior to development. Any redevelopment proposals should be designed in accordance with~~ Policy 4C ~~and SuDS best practice in order~~seeks to minimise surface water runoff

rates through the appropriate design and consideration to sustainable drainage in accordance with best practice.

SuDS have long been promoted by local authorities as a sustainable way of reducing run-off to greenfield rates, where workable. The ~~Councils~~Councils' preferred approach is to manage run-off through surface water attenuation, such as open swales which give an opportunity for flood attenuation by storing and slowly conveying runoff flow to downstream discharge points or infiltrating it into the ground, depending on soil and groundwater conditions~~. Land used for SuDS will be discounted from formal open space calculations to ensure the functionally of the SuDS system does not reduce the amount of useable formal open space provided on-site.~~, and can provide other benefits such as to biodiversity.

Evidence supporting this policy

~~**Evidence supporting this policy**~~

- Greater Cambridge Integrated Water Management Study – Outline Water Cycle Study (~~currently in development~~2021)
- ~~Climate Change Topic Paper (2020)~~Greater Cambridge Strategic Flood Risk Assessment Level 1 (2021)
- North East Cambridge Area Action Plan Area Flood Risk Assessment (2019)
- North East Cambridge Area Action Plan Surface Water Attenuation Report (2019)

Topic Papers and other documents informing this policy

- Climate Change Topic Paper (2021)

Monitoring indicators

~~**Cambridgeshire Flood and Water Supplementary Planning Policy Document 2016Sustainable Design and Construction Supplementary Planning Document (2020)Monitoring indicators**~~

- ~~An increase in the number of non-residential completions delivered with maximum BREEAM credits for water consumption;~~
- ~~All new residential completions will be designed to achieve water consumption levels of no more than 110 litres/person/day transitioning towards 80 litres/person/day~~
- Percentage of developments meeting water efficiency policy standards
- Percentage of permissions contrary to EA advice

Policy links to the adopted Local Plans

Cambridge Local Plan 2018

- Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use
- Policy 31: Integrated water management and the water cycle

South Cambridgeshire Local Plan 2018

- Policy CC/4: Water efficiency
- Policy CC/7: Water Quality
- Policy CC/8: Sustainable Drainage Systems

Other Council/County strategy and policy and other supporting guidance

- Cambridgeshire Flood and Water Supplementary Planning Policy Document (2016)
- Sustainable Design and Construction Supplementary Planning Document (2020)

~~3.44.4~~ Biodiversity

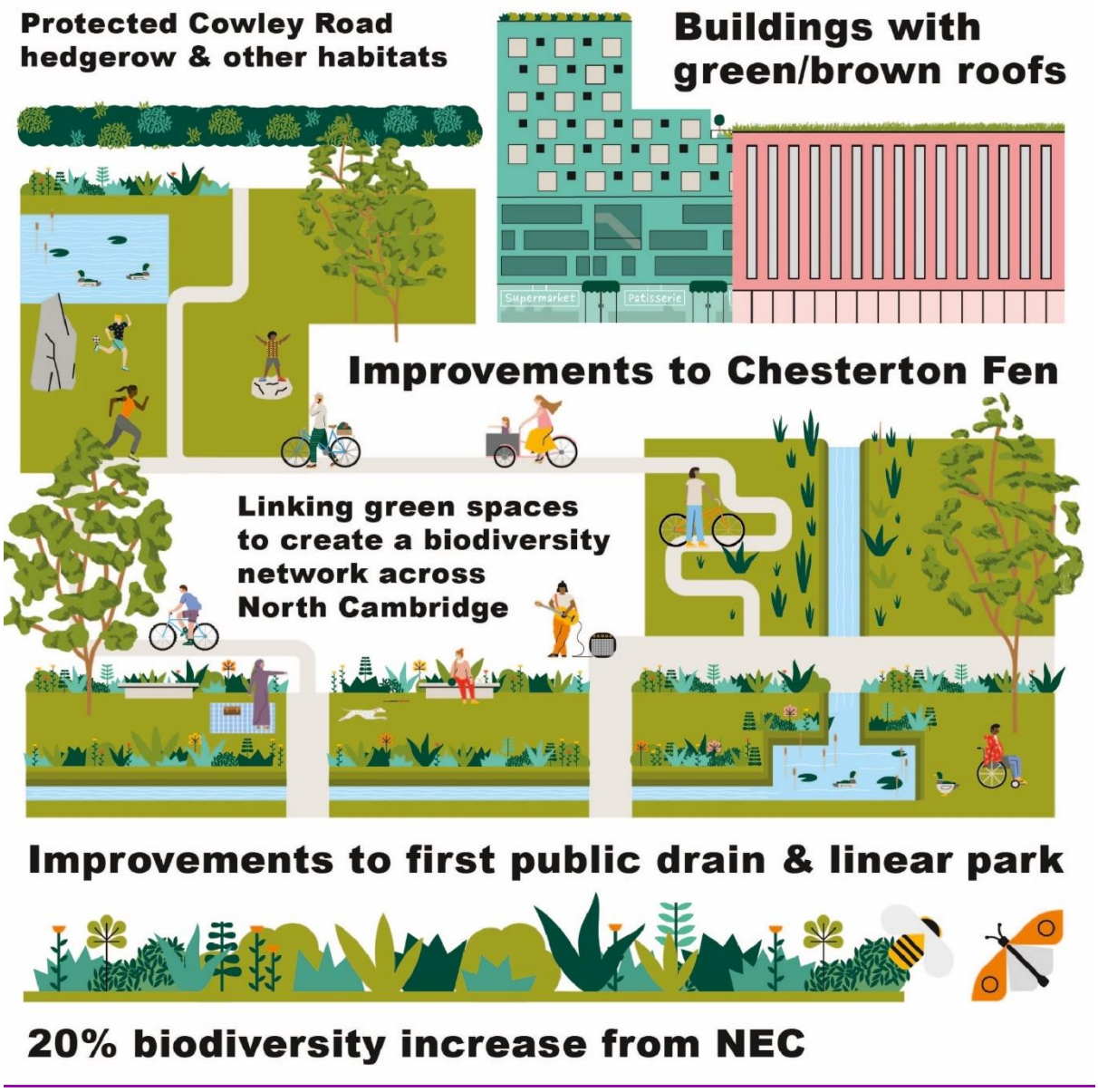


Figure 6: Infographic showing the principal elements of the biodiversity strategy for North East Cambridge

At a national and local level, biodiversity is a priority and ~~recent~~emerging national legislation has set out that new development must achieve a minimum 10% 'net gain'. While the Area Action Plan area has no nationally or internationally designated biodiversity sites, it is close to a number of designated areas and there is also a locally designated Wildlife Site on Cowley Road. Development at North East Cambridge should protect and substantially enhance the network of green and blue

habitats across the site itself and the wider area, including Chesterton Fen ~~and Milton Country Park.~~ .

This policy sets out how new development will achieve biodiversity net gain and measurably improve the biodiversity network across the wider area.

~~What you told us previously~~

- ~~You told us that biodiversity and green infrastructure should be a key priority for the Area Action Plan. You commented there should be protection for the existing biodiversity assets within the site, such as the First Public Drain, mature trees and Cowley Road Hedgerow which is a City Wildlife Site. You commented that new biodiversity measures should form part of a network which connects both across the site and into the wider area, including Milton Country Park and the River Cam corridor.~~
- ~~It was widely commented that biodiversity net gain should be achieved on the site, with some suggesting that the site should deliver in excess of the nationally recognised standard of 10% net gain. In terms of how this could be delivered, there were a range of views from bat and swift boxes to urban woodlands. You also told us that if biodiversity net gain could not be achieved on-site then off-site contributions should be sought in areas adjacent to North East Cambridge.~~
- ~~Several comments suggested that the site should include the River Cam corridor and Chesterton Fen to support links to the river and wildlife and ecological enhancement. This included the suggestion for a Riverside Country Park.~~
- ~~Broadly, there was support for a range of green spaces within the site as well as better connectivity to Milton Country Park for both biodiversity network enhancement and the well-being of people living and working in North East Cambridge.~~
- ~~You also told us that more information about the types of species and habitats currently on-site is needed to have a better understanding of the existing situation and best plan for biodiversity conservation and enhancement, at both a local and strategic level.~~

~~How your comments and options have been taken into account~~

- The preferred approach sets out a site-specific biodiversity mitigation hierarchy and how the site should deliver a minimum of 10% net gain in biodiversity value. Whilst there were some comments stating that the Councils' should be seeking a greater biodiversity net gain percentage, the policy has been prepared to ensure that an appropriate balance can be achieved between meeting national biodiversity requirements, working towards the Councils' commitments in tackling biodiversity and ecological emergencies and the challenges of exceeding this within a higher density context.

- The policy sets out the biodiversity assets of the area that should be protected as part of development proposals coming forward.

- In line with comments received, the Councils are proposing a sequential approach to mitigating adverse impacts on biodiversity resources. This should be achieved on-site in the first instance and then in areas adjacent to North East Cambridge, such as Milton Country Park and Chesterton Fen, before considering wider mitigation measures across the city and further afield. This is a consistent approach with the existing local plan policy but has been prepared to reflect the specific requirements related to the Area Action Plan.

- Whilst the boundary of the Area Action Plan area has been amended to reflect some of the consultation responses on this issue, the Area Action Plan does not include the land between the railway line and the River Cam (Fen Road) or Milton Country Park. Instead the Area Action Plan seeks to improve pedestrian and cycling connectivity into this area via a new underpass to Milton Country Park and a bridge over the railway line. The new bridge into the area known as Chesterton Fen will provide off-site amenity and biodiversity improvements towards the north of Fen Road. Whilst much of the rest of the open land along Fen Road is in private ownership, the Councils would support the future use of these fields for off-site amenity and biodiversity improvements.

- In response to the comments highlighting a lack of evidence on the existing biodiversity within the Area Action Plan area, the Councils have undertaken a site wide ecology study (2020), which has informed the preparation of this policy. In addition, this policy also sets out a requirement for future development proposals to be informed by an up to date ecological assessment of individual sites. This will identify the existing biodiversity assets

~~within a specific site and any mitigation measures which will need to be introduced both during and post construction.~~

Policy 5: Biodiversity and Net Gain

~~Development proposals will be~~ All new development is required to ~~deliver~~achieve a ~~minimum of 10~~20% net gain in biodiversity value.

The biodiversity net gain metric will be determined at the planning application stage and ~~shall follow the mitigation hierarchy. This~~suitable planning obligations will need to be secured for the ongoing management and monitoring to ensure target habitat conditions are met. The creation of any new habitats should take into account the likely impact of climate change and be resilient to these effects.

Biodiversity net gain will be achieved through:

~~1. The provision of a measurable improvements in the size, quality, diversity and relationship of the sites habitats, to deliver a coherent and high-quality ecological network as part of the wider green infrastructure network, landscape character and place making~~

On-Site Biodiversity Protection and Enhancement

1. The protection, enhancement and recovery of the most valuable existing habitats and species present within a development site or adjoining it, and the creation of new complimentary habitats;

~~1.~~2. The provision of measurable improvements in the size, quality, diversity and relationship of habitats ~~where possible~~in and around North East Cambridge, to deliver a coherent and high-quality ecological network. In the design of new proposals, consideration should be given to the New Habitat Creation Recommendations in the policy justification below;

~~2. Increasing opportunities for the movement and dispersal of species across the city and into Milton Country Park and wider Fen landscape~~

~~3. Delivering coordinated habitat and water quality improvements to the First Public Drain, Milton Country Park and Chesterton Fen~~

3. Securing appropriate habitat management and monitoring plans ~~are implemented~~ to restore existing habitats and establish and retain new features, through a S106 agreement;

Contribute to Wider Biodiversity Enhancements

4. Increasing opportunities for the movement and dispersal of species across North East Cambridge and into surrounding areas;
5. Delivering coordinated habitat and water quality improvements to the First Public Drain, including outside of the Area Action Plan area, and, Chesterton Fen;

and

6. Providing accessible information for members of the public on the ~~site~~ habitats~~,~~ within North East Cambridge, their management and the species they support.

In exceptional and justified circumstances, development proposals that cannot achieve the full 20% biodiversity net gain requirement on-site, they should seek to provide the highest proportion of net gain on-site in the first instance (at least 10%) and any residual net gain should be delivered elsewhere within the Area Action Plan area and subsequently off-site as a last resort. Net gains to be achieved outside of the development site boundary will need to be secured through ~~a S106 agreement~~appropriate planning obligations.

In addition to the above, all development shall avoid having any adverse impact on the nature conservation value of:

- The First Public Drain and other existing watercourses and ~~bodies within the site~~waterbodies;
- Local Nature Reserves including Bramblefields;
- City Wildlife Sites and Country Parks including Cowley Road Hedgerow,
- The River Cam County Wildlife Site, ~~and~~
- Any other areas of natural or semi-natural sites within or adjacent to North East Cambridge~~.~~, and
- ~~Within North East Cambridge, development proposals shall take all practicable opportunities to enhance the areas~~Any designated environmental or nature conservation ~~value~~sites and protected habitats

A Preliminary Ecological Appraisal should be undertaken to inform an Ecological Impact Assessment and Biodiversity Net Gain Assessment to ensure ~~that site users have access to healthy, biodiverse green spaces.~~existing ecology is protected and enhanced.

Where an adverse impact on biodiversity is unavoidable then this shall be minimised as far as possible and appropriate measurable mitigation provided.

Mitigation of adverse impacts on biodiversity resources

Where mitigation is required to compensate for the reduction or loss of existing biodiversity resources then this shall be provided in liaison with the LPA ~~with the following principles ensuring~~and in accordance with the objective of contributing to the creation of a coherent on-site and off-site, high quality ecological network. This is ~~met~~to be secured through:

~~2.~~7. Identified projects to be agreed with the LPA for on-site habitat provision/enhancement and management wherever practicable. Where this is not practicable to be delivered on-site, this should be followed by identified improvement projects to be agreed with the LPA to ~~Milton Country Park and/or~~ Chesterton Fen, followed by sites within the wider local area, and then other sites elsewhere within Greater Cambridge;

~~3.~~8. The maintenance and, where possible, enhancement of the ability of plants and animals including pollinating insects to move, migrate and genetically disperse across the city; and

~~4.~~9. The provision/enhancement of priority habitats identified at the national, Greater Cambridge or local level, having regard to the scarcity of that habitat within North East Cambridge.

Where mitigation is needed, an offsetting mechanism based on the Natural England biodiversity offsetting metric version ~~2.0~~3.0 (or any future equivalent) will be used to calculate requirements. Temporary impacts to habitats, which can occur during ground works and construction, should seek to be mitigated through interim measures to promote biodiversity.

The amount of mitigation required will be determined having regard to:

~~5.~~10. The importance of the biodiversity resources that will be adversely affected, particularly in terms of whether they:

a. Include priority habitats identified at the national, Greater Cambridge or local levels; and/or
b. Are able to support protected ~~species,~~or priority species

~~6.~~11. The range of biodiversity resources that will be adversely affected, with greater mitigation being required where a mosaic of habitats will be lost, or a large number of species affected;

~~7.~~12. The size and quality of biodiversity resources that will be adversely affected, and their function within wider ecological networks;

~~8.~~13. The impact of the development on the role and resilience of remaining biodiversity resources, for example in terms of the ability of individual species to maintain self-sustaining population levels and/or to adapt to climate change; and

~~9.~~14. Any other issues identified through ecological assessment of the site.

~~The biodiversity net gain metric will be identified once the mitigation measure is implemented and fully established. The creation of any new habitats should take into account the likely impact of climate change and be resilient to these effects.~~

~~Planning applications will need to be supported by a 'Biodiversity Checklist' that considers the impact of the proposals against a set of constraints including designated sites/priority habitats and protected species.~~

Why we are doing this

Relevant objectives: 1, 4

If development is to be genuinely sustainable then it will need to play a key role in protecting and enhancing Greater Cambridge's biodiversity resources. On-site biodiversity improvements will also be vital to enhancing the liveability and well-being of urban areas, and improving the connection of people to nature, particularly in higher density urban areas such as North East Cambridge.

Biodiversity net gain is an approach which aims to leave the natural environment in a measurably better condition than beforehand. The Environment Bill (~~2020~~2021) sets out how the environment will need to be at the centre of policy making. In particular, it introduces a minimum 10% biodiversity net gain requirement for new development to ensure new developments enhance biodiversity and create new green spaces for local communities to enjoy. The National Planning Policy Framework encourages measurable net gains for biodiversity to be sought through the plan making process. South Cambridgeshire District Council Doubling Nature Strategy (2021), the draft Cambridge City Council Biodiversity Strategy 2021 – 2030, and the ~~Councils will support~~Oxford-Cambridge Arc Environment Principles (2021) all set out that new development should seek to deliver a minimum of 20% biodiversity net gain ~~of more than 10% where this can~~. Locally there is a clear aspiration that development should be ~~achieved.~~providing a biodiversity net gain which is in excess of national targets.

~~In May 2019 Cambridge City Council declared a Biodiversity Emergency. South Cambridgeshire District Council has also set out a commitment to double the existing area of rich wildlife habitats, tree cover and accessible green space within the District in order for nature and people to thrive, and businesses to prosper, recognising the current ecological emergency.~~

~~The message at~~ The North East Cambridge Ecology Study (2020) has assessed the feasibility of delivering a biodiversity net gain at North East Cambridge and has recommended that the policy seeks a maximum provision on-site and specifies a minimum provision of 10% on site due to the likely difficulties of achieving a higher target for all development sites across the Area Action Plan area due to the higher density nature of the proposals. However, the Ecology Study does not rule out the possibility of achieving a higher on-site biodiversity net gain and it will be dependent on a range of factors including the location, nature, size and form of the development proposal, the site's existing biodiversity value as well as the amount of open space provided across the Area Action Plan area.

The North East Cambridge Ecology Study (2020) identifies the existing on-site biodiversity assets including the wide range of existing species and habitats. The existing habitats including woodland, scrub, hedgerows, ephemeral perennial vegetation, watercourses and ponds and they support a number of species such as

Common Frog, Smooth Newt, Viviparous Lizard, House Sparrow, Common Swift, Soprano Pipistrelle bat and Water Vole.

At both a national and local level it is ~~therefore~~ clear that biodiversity ~~issues need to be taken seriously and~~ is a key priority and an important component of sustainable development. The Area Action Plan seeks to respond to this by ensuring that the existing biodiversity ~~resources~~species and habitats in North East Cambridge are protected and enhanced. This will be a ~~significant~~ challenge given the scale of change and development proposed. Therefore, all development in the Area Action Plan area will have a significant role to play in this, and the cumulative benefit of small-scale improvements in biodiversity resources should be maximised.

All development proposals should be informed by a Preliminary Ecology Appraisal which identifies site constraints, opportunities and further survey requirements. This should then inform both an Ecological Impact Assessment and Biodiversity Net Gain Assessment to ensure existing ecology and habitats are protected and enhanced. Development proposals are also encouraged to use the Natural Cambridgeshire Local Nature Partnership Developing with Nature Toolkit (www.naturalcambridgeshire.org.uk/resources/) to demonstrate how development will achieve a net biodiversity gain in an area which is recognised as a gateway to The Fens. Regard should also be had to the NEC Ecology Study and the Biodiversity Supplementary Planning Document (or successor documents) when preparing development proposals.

Achieving Biodiversity Net Gain~~**Existing habitats in and around North East Cambridge**~~

~~There are a number of existing habitats across North East Cambridge, including woodland, scrub, hedgerows, ephemeral perennial vegetation, watercourses and ponds. These habitats support a number of species such as Common Frog, Smooth Newt, Viviparous Lizard, House Sparrow, Common Swift, Soprano Pipistrelle bat and Water Vole.~~

Development within North East Cambridge will be required to deliver a minimum 20% biodiversity net gain (using The Biodiversity Metric 3.0, as published by Natural

England (2019) or any future equivalent). To achieve the required net gain, biodiversity should be considered and designed into proposals from inception through a comprehensive landscape led design proposal. The following table sets out how a biodiversity net gain could be achieved, in part, through new habitat creation within higher density development proposals. These recommendations are specifically in relation to birds, bats and hedgehogs and further habitat enhancements are likely to be required within areas of open spaces, public realm and other communal areas.

New habitat creation recommendations

Species: Swift and House Sparrow

Requirement: A minimum of one swift box for every new building. These should be integrated boxes and installed in groups in suitable locations across the site. Provision of swift boxes across other structures, such as bridges, should also be considered

Species: Starling

Requirement: A minimum of one starling box in every ten buildings and located close to areas of open grassland, including amenity grassland and installed in groups in suitable locations across the site.

Species: Black Redstart

Requirement: A minimum of one Black Redstart box in every new ten buildings situated on or close to living roof habitats and installed in groups in suitable locations across the site.

Species: Grey Wagtail

Requirement: At least five Grey Wagtail boxes should be provided around waterways in sheltered positions and installed in groups in suitable locations across the site.

Species: Peregrine Falcons

Requirement: On buildings greater than 20m, provision for Peregrine Falcons should be considered

Species: Bats

Requirement: Integrated bat features for crevice dwelling bats should be installed at a density of at least one for every two buildings. Features for bats which roost in roof voids, or require internal flight areas, should be installed at one for every 25 buildings.

Species: Hedgehogs

Requirement: Improve hedgehog permeability across development parcels.

The Spatial Framework for North East Cambridge offers the most significant opportunity to enhance on site biodiversity resources and provide a network of habitats, which includes a number of new or enhanced infrastructure features including the linear park, local and neighbourhood green spaces and the First Public Drain. The provision of extensive areas of biodiverse living roofs are necessary to replace the existing open mosaic habitats which are of significant value within the North East Cambridge area, particularly around the railway sidings and at the Waste Water Treatment Plant. These roofs can also provide vital greening in dense urban areas such as North East Cambridge.

It will be important to ensure that habitats and species both on and off-site are resilient to disturbance from human activity, including recreation, predation by pets, noise and light pollution. New buildings, in particular taller buildings, should have design features to avoid bird collision and minimise light pollution at night to avoid disturbance to bat migration patterns. Native plant species should be used wherever possible to promote biodiversity. Where non-native species are used, these should have demonstrable biodiversity value. The interrelationship between North East Cambridge and the Fens provides the opportunity for biodiversity enhancements and future development to have a strong identity, excellent resources management as well as link into innovation and learning. This reflects the work being undertaken through the Fen Biosphere Project by Cambridgeshire ACRE.

Mitigation of adverse impacts on biodiversity resources

There are no nationally or internationally designated biodiversity sites within the Area Action Plan area but a City Wildlife Site is located on Cowley Road, Milton Country Park is to the north of the AAP area and Bramblefields Local Nature Reserve borders to the south ~~of the area. However~~. Within the wider surrounding area, there are a number of European and local designated biodiversity sites including Devil's Dyke and Fenland SACs and Wicken Fen Ramsar. The North East Cambridge Habitats Regulation Assessment has identified that impacts from air pollution, recreation and water quantity and quality could result in 'likely significant effects' on ~~Devil's Dyke Special Area of Conservation (SAC), Wicken Fen Ramsar and Fenland SAC and further engagement will be required with the Environment Agency and Natural England.~~these habitats and therefore development proposals should be considered against the relevant policies in the AAP which seek to mitigate these potential impacts.

Adverse environmental effects predicted prior to construction should be mitigated or prevented through a construction environmental management plan (CEMP) based on the latest British Standards.

Off-site mitigation

In justified circumstances, where biodiversity net gain cannot be achieved in full on site, land to the east of North East Cambridge~~,~~ known as Chesterton Fen, ~~is an~~should be the focus for off-site biodiversity enhancements. This area is currently made up of species poor, open grassland situated between North East Cambridge and the River Cam. Through the provision of improved pedestrian and cycle access over the railway line into Chesterton Fen, there is an opportunity to create a new Local Nature Reserve in this area containing wetland characteristics and fenland habitats such as open water, wet grasslands, reedbeds and the restoration of drainage ditches. This would need to be carefully considered alongside the need to provide public amenity space~~.~~ to balance public recreation with habitat enhancements. A habitat creation project at Chesterton Fen should be developed to provide significant opportunities for biodiversity and people and funded by development within North East Cambridge through ~~a Section 106 agreement~~appropriate planning obligations.

~~North East Cambridge lies at the gateway to the wider Fen landscape, which is under increasing challenges and threats due to changes associated with climate change, food production and population growth.~~Opportunities to enhance the biodiversity value of other sites adjacent to North East Cambridge and more widely across North Cambridge should also be explored as part of creating a comprehensive and diverse biodiversity network in and around this area. The Greater Cambridge Green Infrastructure Opportunity Mapping report (2021), identifies that there is also the potential for a new strategic green space to the north of Cambridge which would link to existing green infrastructure networks, address existing deficiencies in this wider area and provide a new asset that would reduce recreational pressure on existing open spaces.

~~The interrelationship between North East Cambridge and the Fens provides the opportunity for biodiversity enhancements and future development to have a strong identity, excellent resources management as well as link into innovation and learning. This reflects the work being undertaken through the Fen Biosphere Project by Cambridgeshire ACRE.~~

~~Adverse environmental effects predicted prior to construction should be mitigated or prevented through a construction environmental management plan (CEMP) based on the latest British Standards.~~**~~Achieving Biodiversity Net Gain~~**

~~Development within North East Cambridge will be required to deliver a minimum 10% net biodiversity gain (using The Biodiversity Metric 2.0~~[LH23]~~, as published by Natural England (2019) or any future equivalent). Biodiversity net gain in development is defined as "development that leaves biodiversity in a better state than before".~~

~~Planning Policy Guidance sets out the long-established mitigation hierarchy to avoid, protect and mitigate loss of habitats. In addition, a measurable biodiversity net gain is now required through increased area and / or quality of habitats on site, such provision can be multi-functional, including the provision of green roofs and walls, street trees and sustainable drainage systems. It also notes that relatively small features such as swift bricks and bat boxes can achieve important benefits for specific species.~~

~~The Spatial Framework for North East Cambridge offers the most significant opportunity to enhance the city district's biodiversity resources and provide a network of habitats, with a significant linear park which connects with existing green assets, as well as the potential to secure off-site biodiversity improvements at Chesterton Fen. There are also numerous opportunities elsewhere within North East Cambridge to secure significant biodiversity enhancements, ranging from strategic water habitats such as the First Public Drain to individual development sites.~~

~~To achieve the required minimum 10% net gain, biodiversity should be considered and designed into proposals from inception. Where on-site provision is not feasible, greenspace and biodiversity enhancement will need to be provided in alternative ways and/or accommodated off-site. The provision of extensive areas of biodiverse living roofs are necessary to replace the existing open mosaic habitats which are of significant value within the North East Cambridge area, particularly around the railway sidings and at the Waste Water Treatment Plant. These roofs can also provide vital greening in dense urban areas such as North East Cambridge.~~

~~It will be important to ensure that habitats and species both on and off-site are resilient to disturbance from human activity, including recreation, predation by pets, noise and light pollution.~~

~~Due to the presence of bats with North East Cambridge and the migration routes of foraging bats along the greenspaces and First Public Drain, there is a requirement for integrated bat features within new buildings which is in addition to the requirements set out in Appendix J of the Cambridge Local Plan. It is recommended that integrated bat features for crevice dwelling bats should be installed at a density of at least one for every two buildings. Features for bats which roost in roof voids, or require internal flight areas, should be installed at one for every 25 buildings. Development proposals should also improve hedgehog permeability across development parcels.~~

~~Due to its location and the scale of change set out in this Area Action Plan, from an early stage, development proposals are encouraged to consider using the Natural Cambridgeshire Local Nature Partnership Developing with Nature Toolkit[LH24] to demonstrate how development will achieve a net biodiversity gain in an area which is recognised as a gateway to The Fens.~~

Evidence supporting this policy

- North East Cambridge Ecology Study (Biodiversity Assessment) (2020)

Typologies and Development Capacity Assessment (~~2020)~~2021)

- Greater Cambridge Green Infrastructure Opportunity Mapping Recommendations report (2021)
- Topic Papers and other documents informing this policy
- Health Facilities and Wellbeing Topic Paper (~~2020~~2021)

Monitoring indicators

~~Monitoring indicators~~

- ~~Site wide and landowner parcel Biodiversity Net Gain from the 2020 baseline~~
- ~~Biodiversity Net Gain and habitat improvements to Chesterton Fen from the 2020 baseline~~
- ~~Biodiversity enhancements to City and County Wildlife Sites~~
- Percentage of permissions that set out how they will achieve 20% biodiversity net gain

Policy links to the adopted Local Plans

Cambridge Local Plan

- Policy 59: Designing landscape and the public realm
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats

South Cambridgeshire Local Plan

- Policy NH/4: Biodiversity
- Policy NH/6: Green Infrastructure

Other Council/County strategy and policy and other supporting guidance

- South Cambridgeshire Biodiversity ~~SPD~~Supplementary Planning Document (2009)
- Draft Greater Cambridge Biodiversity Supplementary Planning Document (2021)

~~4.~~5. Design and built character



Figure 7: Illustration showing the placemaking vision for North East Cambridge

North East Cambridge ~~should~~will be a ~~characterful and lively~~bustling new city district, well-integrated with surrounding communities and with a unique sense of place~~.~~, taking cues for its urban form from the character of Cambridge. To achieve this requires the imaginative and holistic design ~~for~~of buildings, streets and spaces~~.~~ with

trees, play space, public art and landscape fully integrated into them. This should create a genuine mix of uses in buildings and across neighbourhoods, ~~at a scale~~ that creates a vibrant community and intensity of activity~~.~~ at key places in the district, whilst allowing for quieter and more restful places in others. The new district should feel like part of Cambridge – a place that future generations will be proud of.

Creating healthy, inclusive, high quality places with well-designed buildings, streets ~~and~~, spaces and landscape, will encourage cohesive communities ~~that reduces crime and the fear of crime along with antisocial behaviour.~~ to develop which will successfully integrate into their surroundings and relate well to them. Public and private spaces ~~should~~will be attractive and well-managed, be clearly defined in terms of ownership, have good natural surveillance ~~and be well managed.~~ , and reduce crime and the fear of crime along with antisocial behaviour. This will have a positive impact on the perceived safety and well-being of those living, working, ~~living~~ and visiting North East Cambridge. Buildings adjacent to public spaces will engage these spaces through their layout, orientation, and ground floor uses that activate these spaces.

This section includes the following policies:

- Policy 6a: Distinctive design for North East Cambridge
- Policy 6b: Design of mixed-use buildings Figure 17: Illustration of proposed design features for secondary streets in high density areas

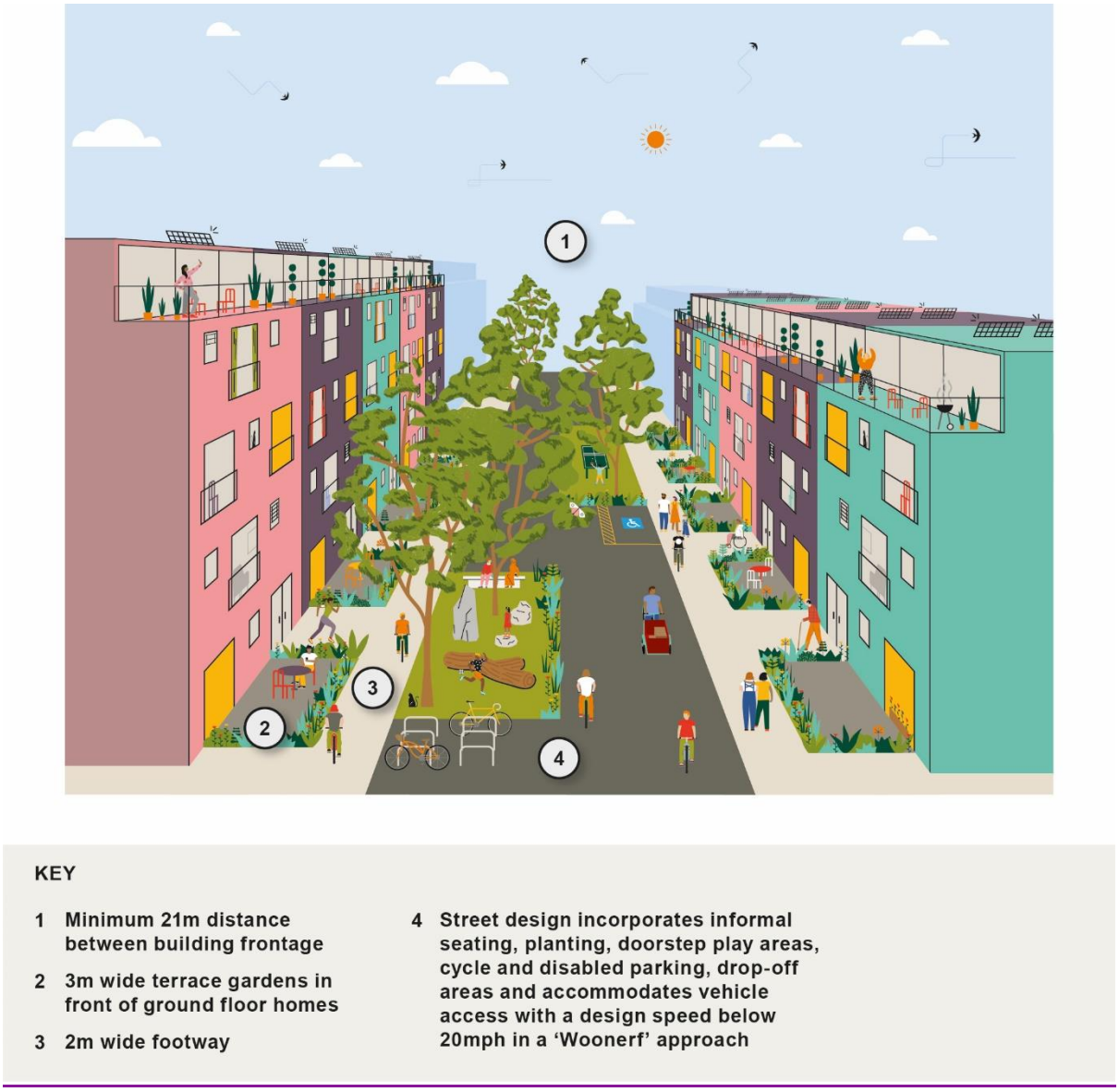


Figure 18: Illustration of proposed design features for secondary streets in medium density areas

- Policy 7: Creating high quality streets, spaces and landscape
- Policy 8: Open spaces for recreation and sport
- Policy 9: Density, heights, scale and massing
- Policy 10a: North East Cambridge Centres North East Cambridge Centres
- Policy 10b: District Centre



- Figure 26: Illustration of the design vision for the Science Park Local Centre
- Policy 10c: Science Park Local Centre
- Policy 10d: Station Approach
- Policy 10e: Cowley Road and Greenway Local Centres
- Policy 11: Housing design standards

~~4.1~~5.1 Distinctive design for North East Cambridge

~~*[insert graphic – same as fig 15 – no caption]*~~

North East Cambridge should build on the legacy of Cambridge's distinctive heritage and characterful new developments which contribute to the unique identity of the city. The design of genuinely mixed-use buildings, streets and open spaces must come together to create a place that is distinctive, and which is enduring, adaptable and functional. This policy sets out the expectations for the design of buildings and spaces in North East Cambridge, and the clear benchmark for quality that is expected.

~~**What you told us previously**~~

~~Distinctive design for North East Cambridge~~

- ~~There was overall support for the creation of a higher density mixed use residential led development to the east side of Milton Road and the benefits of providing homes and employment near each other supported by good sustainable transport options and well-designed streets and spaces was highlighted.~~
- ~~Design of mixed use buildings A number of respondents raised the need to ensure that the operational needs of existing businesses are well considered in planning the new district. This will be a crucial consideration and the land use planning should result in a place that limits noise in proposed and existing~~

~~residential areas whilst successfully accommodating existing businesses albeit in potentially revised locations and more land efficient forms.~~

~~How your comments and options have been taken into account~~

- ~~The proposed policy establishes a clear expectation that North East Cambridge will take a placemaking approach to development that will result in a distinctive and high-quality district that feels like Cambridge and is well connected into its hinterland.~~
- ~~This policy makes clear the need to avoid mixing 'bad neighbour' uses and to ensure that businesses can function effectively and residents can live without disturbance. Such an ambition addresses concerns about impact of existing and future businesses on existing and future residents whilst understanding and safeguarding operational needs.~~
- ~~The policy secures the need to think about horizontal and vertical mixed-use buildings to create best use of the land available and to encourage innovation. Externalising active uses as part of this approach will help to ensure active and lively streets that link in with the requirements of Figure 19 and Policy 7 that cover the design and location of key routes and spaces within North East Cambridge.~~

Policy 6a: Distinctive design for North East Cambridge

Development ~~in~~at North East Cambridge will ~~be expected to provide~~create distinctive, high-quality ~~and contemporary~~ design and architecture that ~~responds to and positively~~ contributes positively to Cambridge's heritage~~ and~~, townscape and landscape qualities. Applications will need to demonstrate how ~~they~~development proposals have ~~had regard to~~understood the unique characteristics of Cambridge, and ~~Cambridgeshire, and~~have successfully resolved the particular challenges of securing this through higher density development~~, in how they have developed their proposals~~. Proposals must:

a. Provide a comprehensive design approach that achieves the successful integration of buildings, the routes and spaces between buildings, topography and landscape;
b. Create buildings, streets and spaces that will have a positive impact on their setting in terms of location on the site, height, scale and form, materials and

detailing, ground floor activity, wider townscape and landscape impacts and available views;

c. Ensure that the design and location of any infrastructure or mitigation measures (such as bridges, under passes and noise barriers) considers integration into the Area Action Plan area and addresses landscape, heritage, ecology and visual impacts;

~~c.~~d. Ensure that buildings are orientated to provide good natural surveillance and create active edges onto public space by locating appropriate uses, frequent entrances and windows into habitable rooms at ground floor level, to create activity and visual interest along the street;

~~d.~~e. Create clearly defined public and private amenity spaces that are designed to be inclusive, usable, safe and enjoyable, and are designed to remove the threat or perceived threat of crime and improve community safety;

~~e.~~f. Use high quality and well detailed materials for buildings, streets and spaces and other landscaped areas;

~~f.~~g. Create buildings and spaces that will contribute to creating a diverse, fine grain and human scale streetscape~~,~~; and

~~g.~~h. Ensure that functional design elements (refuse storage, bicycle parking, etc.) are resolved in well-designed and successfully integrated ways.

All major development proposals ~~are strongly encouraged to formally~~should align with the principles set out in the Cambridgeshire Quality Charter for Growth and engage with the Cambridgeshire Quality Panel at the pre-application stage.

All development proposals should provide a balanced approach between security and the design of maximising fire safety in alignment with the most up to date Fire Regulations.

Policy 6b: Design of mixed-use buildings

~~Design~~The design and layout of vertically and horizontally mixed-use development proposals must:

a. Ensure that future adaptation and flexibility is considered in the design and construction of new buildings ~~within the district centre~~, encouraging reuse and ~~sub centres.~~ conversion of building space over time;

b. Avoid mixing incompatible uses that could impact on amenity of residents and occupiers in the same or adjacent ~~blocks;~~buildings
c. Ensure that the form, architectural design and layout clearly ~~articulate~~resolve the intended uses within ~~a development~~buildings;
d. Ensure ~~businesses~~uses can function effectively and residents can live without disturbance~~.~~ through well-resolved layout, access~~,~~ (including separate internal access arrangements, where required, for the different uses), servicing and delivery arrangements; and
e. Maximise opportunities to create active ground floor uses to diversify and activate streets and spaces.

Why we are doing this

Relevant objectives: 1, 2, 3, 4, 5

North East Cambridge will create a new city district for Cambridge that includes a significant number of new homes with the facilities and other infrastructure needed to support them, alongside intensification of business and industrial uses. A design-led approach to placemaking is needed to maximise the opportunities of the site, and to successfully integrate it into the surrounding existing residential and business areas to create a cohesive community.

Well-planned buildings, streets and spaces are fundamental to the creation of high-quality development at North East Cambridge. Paragraph ~~124~~126 of The NPPF (July 2021) sets out the Government's policy position on planning expectations with regards good design 'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'

~~Cambridge has a strong track record of delivering design excellence, with numerous award-winning developments including Accordia, Great Kneighton and Eddington built as part of its growth agenda in recent years, as well as individual buildings and smaller developments such as the Central Cambridge Mosque.~~ Given the projected build-out time at North East Cambridge, it is important that a clear set of design

policies is put in place to ensure that the new district adds to the positive qualities associated with Cambridge as a city, and develops a coherent sense of identity with shared design values embedded in every phase.

This requires a holistic approach to be taken to the design of buildings, streets and landscape to ensure that these elements integrate well with each other to create a place that is distinctive, and which is enduring, adaptable and functional. The NPPF identifies that that local planning authorities 'should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code' (paragraph 128). Accordingly, the Council will lead on the production of a site wide design code for the North East Cambridge area that will require input from the various landowners and their design teams. The Design Code will be adopted as a Supplementary Planning Document (SPD). It is intended to encourage design innovation whilst ensuring that together all future developments across North East Cambridge contribute to a coherent sense of place, rich and subtle in variation. Paragraph 133 of The NPPF (2021) identifies that Local Planning Authorities should make sure that they have access to and make appropriate use of design advice and review arrangements. Accordingly, proposals will be expected to align with the principles identified in the Cambridgeshire Quality Charter for Growth and be reviewed by the Cambridgeshire Quality Panel.

Understanding that development needs to be at a human scale is important in defining the kind of place the North East Cambridge should be. Well-articulated roof forms and fine grain plot-based architecture will be needed to provide flexibility of forms, accommodate a variety of uses and users and create a visually rich, more human scale and welcoming place.

Creating high quality places with well-designed buildings, streets and spaces will encourage more cohesive communities that reduce crime and the fear of crime along with antisocial behaviour. Public and private spaces should be clearly defined in terms of ownership, have good natural surveillance and be well managed. Such an approach will have a positive impact on the ~~perceived~~ safety and well-being of those working, living and visiting the North East Cambridge. The creation of gated developments that limit social cohesion and integration will not be supported. Other aspects such as the appropriateness of materials and finishes, including their long-

term resilience, attractiveness and ease of ongoing maintenance, will determine how attractive, well-used and successful places will be in the future.

Mixed use development

Mixed use development will strengthen the character of North East Cambridge and help make most efficient use of the land available, while supporting a varied range of businesses. They require creative approaches to the design, delivery, construction and future management ~~of a variety~~to ensure the successful integration of uses ~~within the new city district~~.

Embedding mixed ~~use approaches~~and compatible uses within individual buildings, ensuring that they incorporate flexibility and consider future reuse and adaptation, along with diversifying blocks will help to create a place that can sustainably change over time and which promotes activity beyond the traditional 9 to 5. It also means that more intensive use can be made of some facilities with '~~extend~~extended use' models employed to allow community ~~use~~, creative and cultural uses. The mixing of uses can happen both horizontally (floor by floor) and vertically (adjacent buildings) as well as utilising flexible forms to allow change of activities throughout the day.

Higher density development creates challenges in how different uses can operate in close proximity to each other within buildings, adjacent plots or blocks. Innovative forms of building will be needed to make the best use of the land available and development proposals will need to demonstrate that the future amenity of residents, occupiers and other sensitive uses or spaces can be safeguarded (see Policy 23: Comprehensive and Coordinated Development and policy 25: Environmental Protection).

Evidence supporting this policy

~~**Evidence supporting this policy**~~

- North East Cambridge Landscape Character & Visual Assessment (2020)
- North East Cambridge Transport Assessment (2020)
- Cultural Placemaking Strategy (2020)

- ~~Typologies and Development Capacity Assessment (2020)~~~~North East Cambridge Stakeholder Design Workshops 1-6 – event records 2019-2020)~~
- ~~'Towards an Urban Renaissance' (1999) by The Urban Task Force~~ ~~[LW25]~~
- ~~National Planning Policy Framework (2019)~~~~[LW26]~~
- ~~Anti-poverty and Inequality Topic Paper (2020)~~~~[LW27]~~
- ~~Community Safety Topic Paper (2020)~~
- ~~Putting Health into Place, NHS Healthy New Town Principles (2019)~~New Housing Developments and the Built Environment Joint Strategic Needs Assessment (2010)

- ~~MHCLG (2019) National Design Guide, Planning practice guidance for beautiful, enduring and successful places~~~~[LW28]~~
- ~~Innovation District~~Greater Cambridge Creative Business and Cultural Production Workspace Study (2021)
- Typologies and Development Capacity Assessment (2021)

Topic Papers and other documents informing this policy

- Anti-Poverty and Inequality Topic Paper (~~2019)~~2021)
- ~~Skills, Training and Employment Opportunities~~Community Safety Topic Paper (~~2020)~~2021)
- North East Cambridge Stakeholder Design Workshops 1-6 – event records 2019-2020)

~~**Super density – the sequel (2015) HTA, Levitt Bernstein, PTEa and PRP**~~**Monitoring Indicators**

- Number of ~~awards (shortlisted, finalist, winner) received~~schemes reviewed by Greater Cambridge Design Review Panel

- ~~Positive recommendations made to Planning Committee~~
- ~~Floorspace approved~~

~~**Policy links to the adopted Local Plans**~~

Policy links to the adopted Local Plans

Cambridge Local Plan

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of major Change
- Policy 34: Light pollution control
- Policy 35: Protection of human health and quality of life from noise and vibration
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 40: Development and expansion of business space
- Policy 50: Residential space standards
- Policy 51: Accessible homes
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 59: Designing landscape and the public realm
- Policy 60: Tall buildings and the skyline of Cambridge
- Appendix F: Tall Buildings and the Skyline
- Policy 65: Visual pollution
- Policy 67: Protection of open space
- Policy 68: Open space and recreation provision through new development
- Appendix I: Open Spaces and Recreation Standards
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats
- Policy 71: Trees
- Policy 80: Supporting sustainable access to development

- ~~Appendix F: Tall Buildings and the Skyline~~

~~Appendix I: Open Spaces~~**South Cambridgeshire Local Plan**

- SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- HQ/1: Design Principles

- NH/2: Protecting and ~~Recreation~~Enhancing Landscape Character
- NH/4: Biodiversity
- NH/5: Sites of Biodiversity or Geological Importance
- NH/6: Green Infrastructure
- NH/8: Mitigating the Impact of Development in and adjoining the Green Belt
- NH/14: Heritage Assets
- H/8: Housing Density
- H/12: Residential Space Standards

~~**South Cambridgeshire Local Plan**~~

- ~~SS/4: Cambridge Northern Fringe East and Cambridge North railway station~~
- ~~HQ/1: Design Principles~~
- ~~NH/2: Protecting and Enhancing Landscape Character~~
- ~~NH/4: Biodiversity~~
- ~~NH/5: Sites of Biodiversity or Geological Importance~~
- ~~NH/6: Green Infrastructure~~
- ~~NH/8: Mitigating the Impact of Development in and adjoining the Green Belt~~
- ~~NH/14: Heritage Assets~~
- ~~H/8: Housing Density~~
- ~~H/12: Residential Space Standards~~
- ~~H/18: Working at Home~~
- ~~SC/1: Allocation for Open Space~~
- ~~TI/1: Chesterton Rail Station and Interchange~~
- ~~TI/4: Rail Freight and Interchanges~~
- ~~TI/6: Cambridge Airport Public Safety Zone~~
- ~~TI/8: Infrastructure and New Developments~~
- ~~TI/9: Education Facilities~~

- H/18: Working at Home
- SC/1: Allocation for Open Space
- TI/1: Chesterton Rail Station and Interchange
- TI/4: Rail Freight and Interchanges

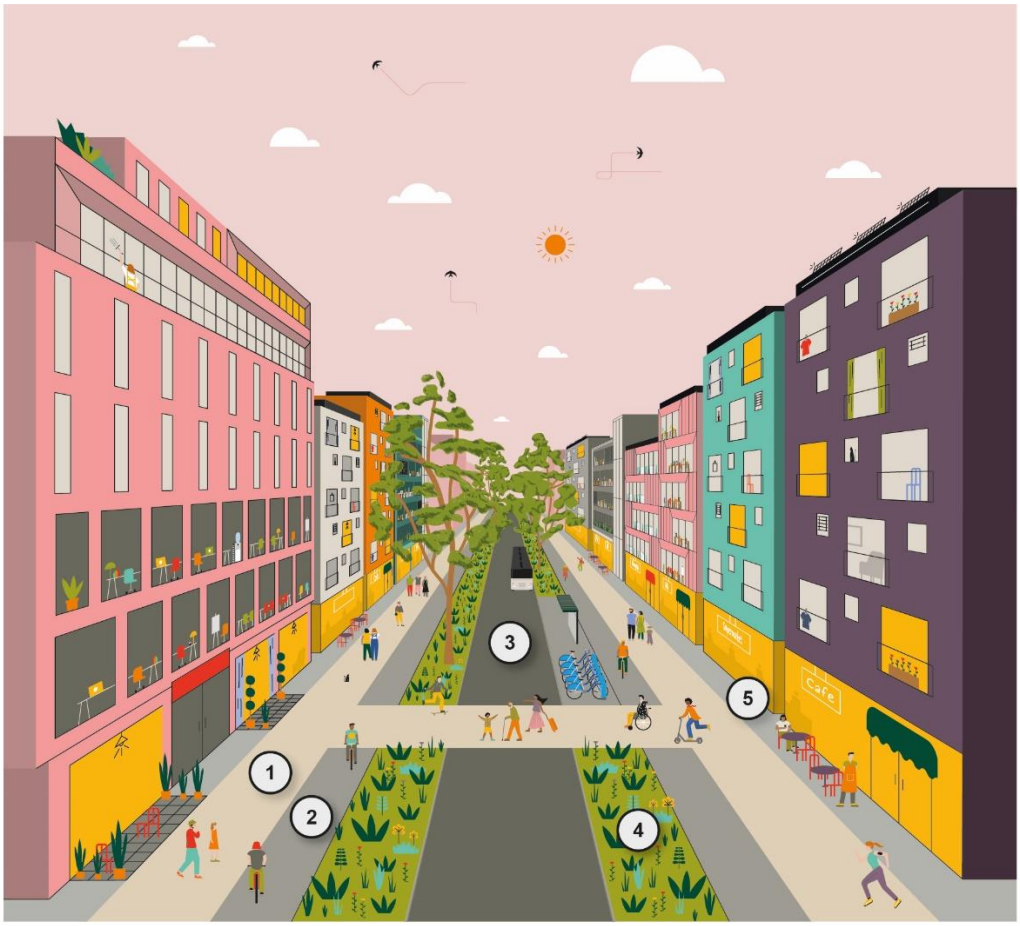
- TI/6: Cambridge Airport Public Safety Zone
- TI/8: Infrastructure and New Developments
- TI/9: education facilities

Other Council/County strategy and policy and other supporting guidance

- Putting Health into Place, NHS Healthy New Town Principles (2019)
- Cambridgeshire Quality Charter

~~4.25~~5.2 Legible streets and spaces





KEY

1 4m wide footway

2 2.5m wide (minimum) segregated cycle path

3 6.5m wide carriageway with a design speed below 20mph

4 3.5m wide soft landscaped strip including 'forest scale' trees and sustainable urban drainage swales

5 Minimum 2m public realm outside footway, where ground floor activities can spill out

Figure ~~:~~16: Illustration of proposed design features for primary streets

The streets and open spaces within North East Cambridge will be the most enduring elements of the new city district. They will provide the structure for the area's layout, encouraging walking and cycling, and creating a vibrant, safe and healthy environment that nurtures community life. This policy ensures that new streets are designed as inclusive, public, welcoming and active ~~routes,~~spaces which are rich in biodiversity and resilient to climate change. In addition, new streets should also form part of a legible and functional movement network that ~~prioritise~~prioritises pedestrians, cyclists and other non-motorised users~~, and that form a legible and~~

~~functional movement network.~~ of all abilities.

~~What you told us previously~~

- ~~There was overwhelming support for the creation of a well-designed place that promotes healthy and active lifestyles. A number of respondents raised the need to undertake a Health Impact and Needs Assessment to inform future provision in the district. The Health, Community & Wellbeing Topic Paper evidences how such concerns have been taken into account in plan making for North East Cambridge. Whilst this aspect is important, the question was more aimed at the Healthy Town design principles which advocate the creation of compact, walkable places that are inclusive and promote healthy active lifestyles. Whilst most respondents were not supportive of the healthy town principles, further review of the comments reveals there to be support for the approach that they advocate.~~

- ~~There was overwhelming support for the connectivity options identified in the Issues and Options 2019 document, with options to make the area more permeable to pedestrians, cycles and public transport welcomed. Multiuser accessible routes were highlighted as important for equestrian users. Caution was raised about needing to provide adequate infrastructure to support intended users and functions both in and around the North East Cambridge area as well as connections beyond. In the case of cycle routes, these need to be of a scale to accommodate the likely flows. HGV movements need to be taken away from schools.~~

- ~~Reducing the dominance of roads to encourage walking and cycling was welcomed as part of a comprehensive approach to re-planning and reallocating road space. Lessons from the past need to be learned and tunnels, subways etc. have the potential to be dark and dangerous places if poorly designed.~~

~~How your comments and options have been taken into account~~

- ~~Following the comments from the Issues and Options 2019 consultation, the proposed policy identifies the key attributes that the new streets and spaces that form part of North East Cambridge will be expected to deliver. The radically different approach to managing motor vehicles is recognised in the proposed movement grid to serve development with pedestrian and cycle~~

priority provided through a low speed street network as well as through dedicated routes that connect into other strategic pedestrian, cycle and public transport projects including a pedestrian/cycle link across to the River Cam to the east of the development area.

Trees

- You told us to highlight the importance of trees/woodlands and their multi-functional role for local communities such as providing and expanding tree canopy cover and mitigation of heat islands as well as providing habitat and biodiversity benefits.
- Comments noted the lower cost implications of managing trees over other forms of urban green space. It was highlighted that there is the need for extensive tree planting at North East Cambridge and a possibility of introducing a native community tree nursery on-site as well as ensuring important and well used corridors such as Milton Road is sufficiently lined with trees.
- There were comments on the role trees play in forming and enhancing the existing edges of the site and the role they play in providing that new landscape features both within and on the edges of the site.
- Great importance was placed on the protection and retention of existing mature and semi mature trees with specific reference to the Silver Birch woodland adjacent to the First Public Drain and Chesterton Sidings but also included other deciduous trees/scrubs within the area.

How your comments have been taken into account

- The policy emphases the role of trees and seeks to protect trees of value as well as enhance tree canopy cover across the Area Action Plan area. The policy stipulates that tree protection and planting will be managed across the site and references the existing Tree Strategy produced by Cambridge Council covering the period 2016-2026.





Figure ÷17: Illustration of proposed design features for secondary streets in high density areas

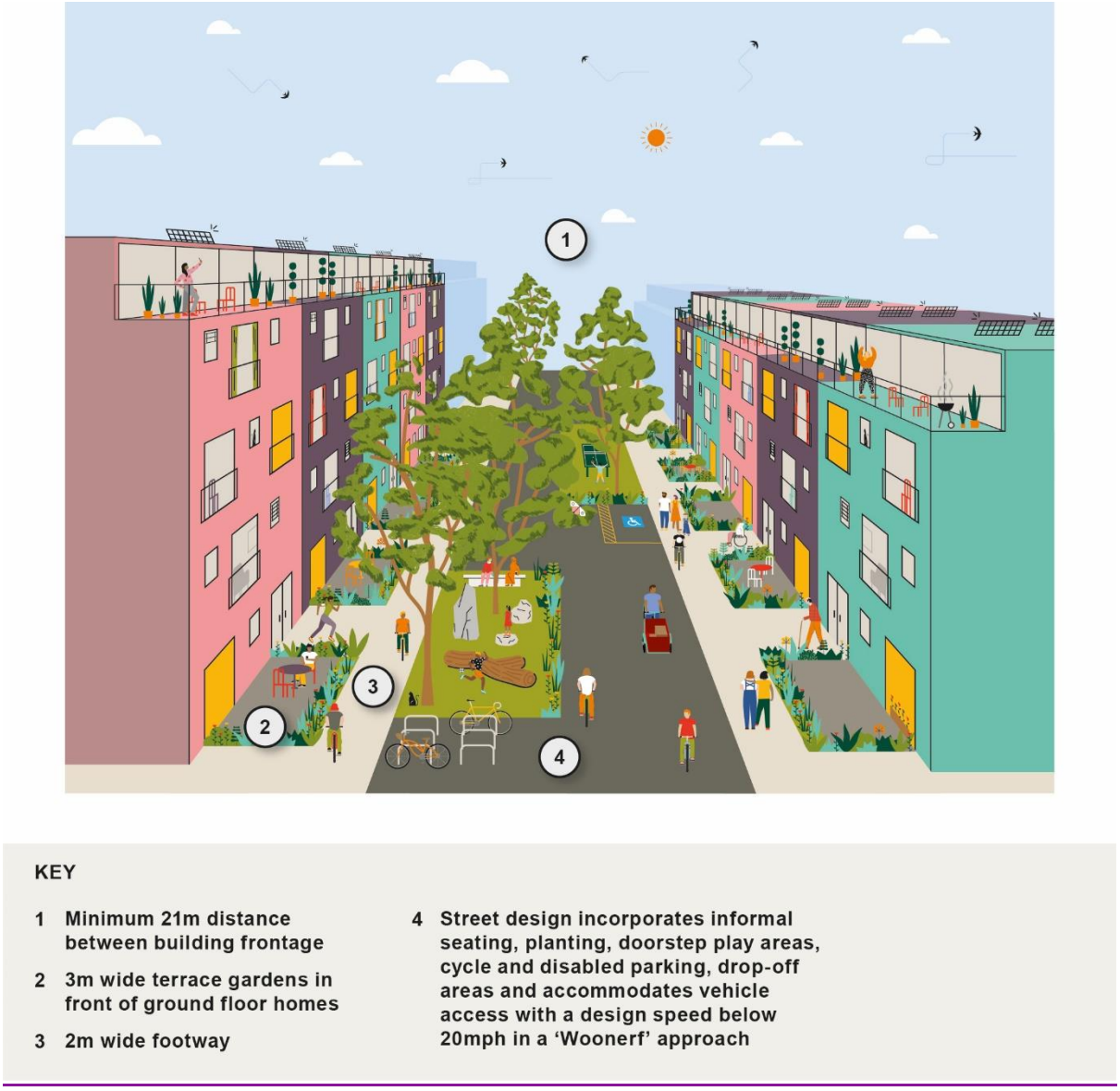


Figure ~~:~~18: Illustration of proposed design features for secondary streets in medium density areas

Policy 7: Creating high quality streets, spaces and landscape

Streets and spaces shall be designed to Policy 16: Sustainable Connectivity Policy 21: Street hierarchy Figure ~~Legible~~ provide a safe, walkable district, with high quality and well-connected pedestrian, cycle and public transport routes that support healthy, active lifestyles whilst effectively allowing servicing and deliveries and as well as managing access by private motor vehicles. To achieve this, the primary and secondary streets and ~~spaces~~

~~The~~ key ~~streets and~~public spaces must conform to the strategic layout for key pedestrian and cycle routes described in Policy 16: Sustainable Connectivity, the street hierarchy described in Policy 21: Street hierarchy and the principles shown in Figure ~~to provide a walkable district, with high quality and well-connected pedestrian, cycle and public transport routes that support healthy, active lifestyles whilst effectively allowing servicing and deliveries and managing access by private motor vehicles.~~ .

All development proposals within North East Cambridge should demonstrate how they will contribute towards the creation of high quality, inclusive and attractive streets and spaces that will:

a. Be designed with active routes with good natural surveillance, incorporating Secured by Design principles, as an integral part of new development proposals and coordinated with adjacent sites and phases;
b. Ensure the design of streets and other movement routes prioritises pedestrian and cycle movements ~~and~~ , including the specific needs of disabled people, and relate to the character and intended function of spaces and surrounding buildings (see Land Use Plan (Figure 11) and supporting diagrams within Policy 10a-e);

~~a)~~ Create high quality connections to seamlessly link North East Cambridge with its surroundings and into existing established areas as shown on the Spatial Framework and described in Policy 17: Connecting to the wider network~~;~~

c. Understand microclimate and other environmental considerations and ensure that these are factored into design proposals so that public, communal and private spaces receive good sunlight throughout the year, shading from trees and vegetation on active travel routes, and have good air quality and low ambient noise levels;
d. ~~Undertake~~ Take a coordinated approach to the design and siting of high-quality street furniture, boundary treatments, lighting, signage, trees and well-integrated public art which uses materials that are easily maintained;
e. ~~Incorporate~~ Accommodate trees and other planting ~~which is~~ of suitable species that are appropriate to the scale of adjacent buildings and public realm to ensure that adequate space ~~is~~ and planting conditions are provided

above and below ground for them to mature and flourish. A comprehensive planting, maintenance and management plan that shall be submitted in support of major development proposals;

f. Ensure that trees and other planting are considered as an integral part of development proposals and relate well to the wider setting of the area and take account of the Cambridge Tree Strategy (or successor);

~~f.~~g. Integrate Sustainable Drainage Systems (SuDS) as part of a comprehensive site-wide approach; and

~~g.~~h. Ensure that the design ~~is~~ of streets and spaces is inclusive and ~~considers~~ accessible, considering the needs of all users ~~through engagement with the Cambridge City Council Disability Panel.~~ .

~~Trees and landscaping~~

~~Development proposals should demonstrate how landscaping and planting have been considered as an integral part of the development proposal. Landscaping proposals should relate to the wider setting of the area, including the Fen countryside beyond the city. The design should provide sufficient space for trees and planting to mature and to support biodiversity; achieve a suitable visual setting for building(s) having regard to both internal and external views of the area.~~

~~Development will be supported where proposals preserve and protect existing trees of value and enhance canopy cover with appropriate new planting providing adequate space, above and below ground for trees of suitable species and size to mature. Native trees should be considered in the first instance.~~

~~Development proposals will be required to assist in achieving the City of Cambridge's canopy cover target of 19% coverage by 2030.~~

~~Development proposals that minimises impact on a tree or, if the proposals result in the loss of a tree that can be suitably replaced will be supported.~~

~~A comprehensive planting, maintenance and management plan for the Area Action Plan area will be requested and required for development proposals that have a cross administration boundary impact.~~

~~All new planting should consider water resource requirements and be climate resilient.~~

~~Development proposals within North East Cambridge will need to adhere to policies contained in the Cambridge City Tree Strategy 2016-2026.~~

Why we are doing this

Relevant objectives: 1, 2, 4, 5

~~The NPPF (2019) states 'patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'~~

~~Manual for Streets (2007) establishes the 'principles of inclusive design' and identifies that streets have a significant 'place' function and that the design of streets should assume that place should be subservient to movement. It also identifies the recommended user hierarchy to inform the design of development proposals. This hierarchy places pedestrians at the top followed by cyclists, public transport users, specialist service vehicles (emergency, services, waste etc.) with other motor traffic coming last, including car sharing and electric vehicles.~~

~~The Health, Community & Wellbeing Topic Paper identifies the importance of embedding health and wellbeing into decision making about the planning of new development. NHS guidance 'Putting Health into Place: Principles 4-8 Design, Deliver and Manage' identifies principles that should be used to inform the design of new places. Compact walkable forms that are well connected with multifunctional green spaces should influence the form of new places. The proposed compact and connected form of development at North East Cambridge maximises active travel options for people living and working in new places with multifunctional spaces enabling community activities and events that the whole community can engage in.~~

Cambridge, like many historic cities is characterised by a compact form that allows easy movement as a pedestrian or cyclist. This inherent character ~~underpins~~should underpin the approach to creating a new ~~kind of~~ city district at North East Cambridge centred around walking and cycling to create a 'walkable neighbourhood' and capitalising on high quality public transport options underpinned by a comprehensive open and green space network creating a healthy and inclusive place.

The policy seeks to secure healthy, inclusive and safe streets and open spaces in accordance with paragraph 92 of the NPPF (2021) and best practice including guidance Manual for Streets (2007), Local Transport Note 1/20 (2020) and Public Health England's Healthy High Streets: Good Place-making in an urban setting (2018). In accordance with achieving the 'principles of inclusive design' streets within North East Cambridge are to have a significant 'place' as well as 'movement' function.

The quality of streets and spaces links with other policies in the Area Action Plan which together combine to clearly set out expectations for the quality of future development. An integrated approach to design is needed to help make the best use of the land available and to effectively respond to the challenges of creating a high-density new city district. For streets and spaces, this includes provision of informal and formal doorstep play spaces, high quality landscaping and surface water management which is integrated into the public realm achieving valued amenity and biodiversity enhancement.

With respect to its movement function, a street user hierarchy places pedestrians at the top followed by cyclists, public transport users, specialist service vehicles (emergency, services, waste etc.) with other motor traffic coming last, including car sharing and electric vehicles. This approach will ensure that the needs of people rather than motorised vehicles are considered and accommodated from an early stage in the design of a development proposal.

Beyond the immediacy of North East Cambridge, the connections formed physically and socially with the surrounding existing neighbourhoods and at a city and wider level ~~are crucial~~will also be crucial to the sustainability of the area and the achievement of an inclusive district.

Policy 16: Sustainable Connectivity**Landscape design and trees**

High quality ~~The quality of streets and spaces links with other policies in the Area Action Plan which together combine to clearly set out expectations for the quality of future development. An integrated approach to design is needed to help make the best use of the land available and to effectively respond to the challenges of creating a high-density new city district. The Council will lead on the production of a site wide~~

~~design code for the North East Cambridge Area Action Plan area that will require input from the various landowners and their design teams to help ensure co-ordination and consistency of the public realm. The Design Code will be adopted as a Supplementary Planning Document (SPD) to guide and co-ordinate future development.~~

~~In order to secure the best possible network of routes to meet the needs of a variety of different users, it is important that the key connections within North East Cambridge are identified. Along with the Area Action Plan Spatial Framework, identifies the network of key routes, their hierarchy and the particular areas within the district that they will need to connect.~~

~~Landscaping and trees~~

landscape proposals will ~~usually~~ be required ~~for most~~as part of developments, ranging from housing, retail, commercial, industrial and mixed-use schemes. High quality landscape design can create usable spaces for occupier amenity as well as being functional - in respect of SuDS, microclimate and providing an attractive setting for buildings. Landscaping also plays a significant role in establishing an area's character ~~and~~, integration of a development into that character as well as mitigating the impact of development from sensitive heritage and landscape features. Landscaping proposals will be especially important within prominent locations, such as along street frontages, transport interchanges, and other public spaces.

While the details required for a landscape scheme will vary according to the type and location of a development, landscaping should be included as an integral part of the development proposal at an early stage. Careful consideration should be given to the existing character of a site, and how any features such as surface treatments, furniture, lighting, public art, boundary treatments and other structures are to be appropriately used and how planting and trees may mature over time. Poorly ~~laid out landscaping~~designed landscape schemes can compromise ~~its~~ amenity ~~and~~, environmental value and use~~, while~~. Leaving insufficient space for trees to grow can lead to the blocking of natural sunlight, issues of overhanging, subsidence and damage to foundations, resulting in subsequent applications for tree removal.

The tree population of Cambridge and the wider Greater Cambridge ~~contributes enormously~~area makes a significant contribution to the city's character ~~and~~,

appearance and setting. Trees are fundamental to the management of temperatures ~~and~~, storm water, and the provision of cleaner air. They provide an essential habitat for wildlife and promote wellbeing, providing opportunities for relaxation, exercise and meditation. Post construction and occupation, the management and protection of trees is a constant challenge~~. As North East Cambridge falls within two administrative areas with differing approaches~~ and therefore a Planting, Maintenance and Management Plan will be required for major development proposals to ~~management and protection of trees, the aim of this policy is to provide a consistent~~set out an approach ~~across the Area Action Plan area.~~to address this.

Deciduous trees provide shade to buildings, helping to manage solar gain when needed in summer months. ~~These landscape features~~Trees, broadleaf and deciduous, also contribute to reducing 'heat islands' whereby the temperatures of built-up areas are significantly higher than areas outside them. Trees add biodiversity value to areas and as such provide habitats for many species. This policy will contribute towards achieving on-site biodiversity net gain as required by Policy 5.

The North East Cambridge area has relatively low tree canopy coverage when compared with surrounding areas, making it essential to ensure any new development retains trees of value and makes provision from the outset for the planting of new trees of appropriate species and size so as to ensure a sustainable increase in overall canopy cover. There are some localised areas of extensive tree coverage which will require further site investigation including along the First Public Drain and around Chesterton Sidings.

Cambridge City Council has a 'Cambridge City Tree Strategy 2016-2026 to protect, enhance and manage trees in the City. In the absence of a similar strategy for South Cambridgeshire~~ strategy for the protection and retention of trees,~~, it is considered appropriate that the approach identified for the City ~~Council's Tree Strategy~~ will ~~apply across the North East Cambridge~~ be used to inform all development proposals coming forward in the NEC AAP area.

The Council will seek to make provision for the protection of trees of value by serving TPOs on existing trees and those to be planted as part of new development.

Evidence supporting this policy

- North East Cambridge Landscape Character & Visual Assessment (2020)
- North East Cambridge Transport Assessment (2019)
- Cultural Placemaking Strategy (2020)
- Innovation District Paper (2019)
- Typologies and Development Capacity Assessment (~~2020)~~2021)

Topic Papers and other documents informing this policy

- Community Safety Topic Paper (~~2020~~2021)
- ~~North East Cambridge Stakeholder Design Workshops 1-6 – event records 2019-2020)~~
- ~~'Towards an Urban Renaissance' (1999) by The Urban Task Force~~ ~~[LW29]~~
- ~~National Planning Policy Framework (2019)~~~~Manual for Streets (2007)~~
- ~~NHS (2019) 'Putting Health into Place: Principles 4-8 Design, Deliver and Manage'~~~~[LW30]~~
- ~~Health Facilities and Wellbeing Topic Paper (2020)~~
- ~~Anti-poverty and Inequality Topic Paper (2020)~~~~[LW31]~~
- ~~Public Health England (2018) Healthy High Streets: good place making in an urban setting~~~~[LW32]~~
- ~~MHCLG (2019) National Design Guide, Planning practice guidance for beautiful, enduring and successful places~~~~[LW33]~~
- ~~Making Space for People Supplementary Planning Document (Draft 2019)~~~~[LW34]~~
- ~~Cambridge City Wide Tree Strategy 2016-2026~~
- Health and Well Being Topic Paper (~~2020~~2021)
- ~~Trees and development sites SPD (2009)~~
- Climate Change, Energy and Sustainable Design and Construction Topic Paper (~~2020)~~2021)
- Anti-Poverty and Inequality Topic Paper (2021)
- North East Cambridge Stakeholder Design Workshops 1-6 – event records 2019-2020)

Monitoring indicators

- None

Policy links to the adopted Local Plans

~~Monitoring indicators~~

- ~~Number of awards (shortlisted, finalist, winner) received~~
- ~~Positive recommendations made to Planning Committee~~
- ~~Modal share for pedestrian, cycle, public transport users~~
- ~~Number and amount (m^2) of new public space delivered~~

~~Policy links to the adopted Local Plans~~

Cambridge Local Plan

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of major Change
- Policy 35: Protection of human health and quality of life from noise and vibration
- Policy 36: Air quality, odour and dust
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 40: Development and expansion of business space
- Policy 50: Residential space standards
- Policy 51: Accessible homes
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 59: Designing landscape and the public realm
- Policy 60: Tall buildings and the skyline of Cambridge
- Appendix F: Tall Buildings and the Skyline
- Policy 65: Visual pollution
- Policy 67: Protection of open space
- Policy 68: Open space and recreation provision through new development

- Appendix I: Open Spaces and Recreation Standards
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats
- Policy 71: Trees
- Policy 80: Supporting sustainable access to development

South Cambridgeshire Local Plan

- SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- HQ/1: Design Principles
- NH/2: Protecting and Enhancing Landscape Character
- NH/4: Biodiversity
- NH/5: Sites of Biodiversity or Geological Importance
- NH/6: Green Infrastructure
- Policy NH/7: Ancient Woodlands and Veteran Trees,
- NH/8: Mitigating the Impact of Development in and adjoining the Green Belt
- NH/14: Heritage Assets
- H/8: Housing Density
- H/12: Residential Space Standards
- H/18: Working at Home
- Policy HQ/1: Design Principles
- SC/1: Allocation for Open Space
- TI/1: Chesterton Rail Station and Interchange
- TI/4: Rail Freight and Interchanges
- TI/6: Cambridge Airport Public Safety Zone
- TI/8: Infrastructure and New Developments
- TI/9: Education Facilities

Other Council/County strategy and policy and other supporting guidance

- Cambridge City Wide Tree Strategy 2016-2026 (approved 2015)
- South Cambridgeshire Trees and development sites Supplementary Planning Document (2009)
- Manual for Streets (2007)

- NHS ‘Putting Health into Place (2019)’
- Public Health England Healthy High Streets: good place making in an urban setting (2018)
- Draft Making Space for People Supplementary Planning Document (2019)

~~4.35~~.3 Open spaces ~~for recreation and sport~~

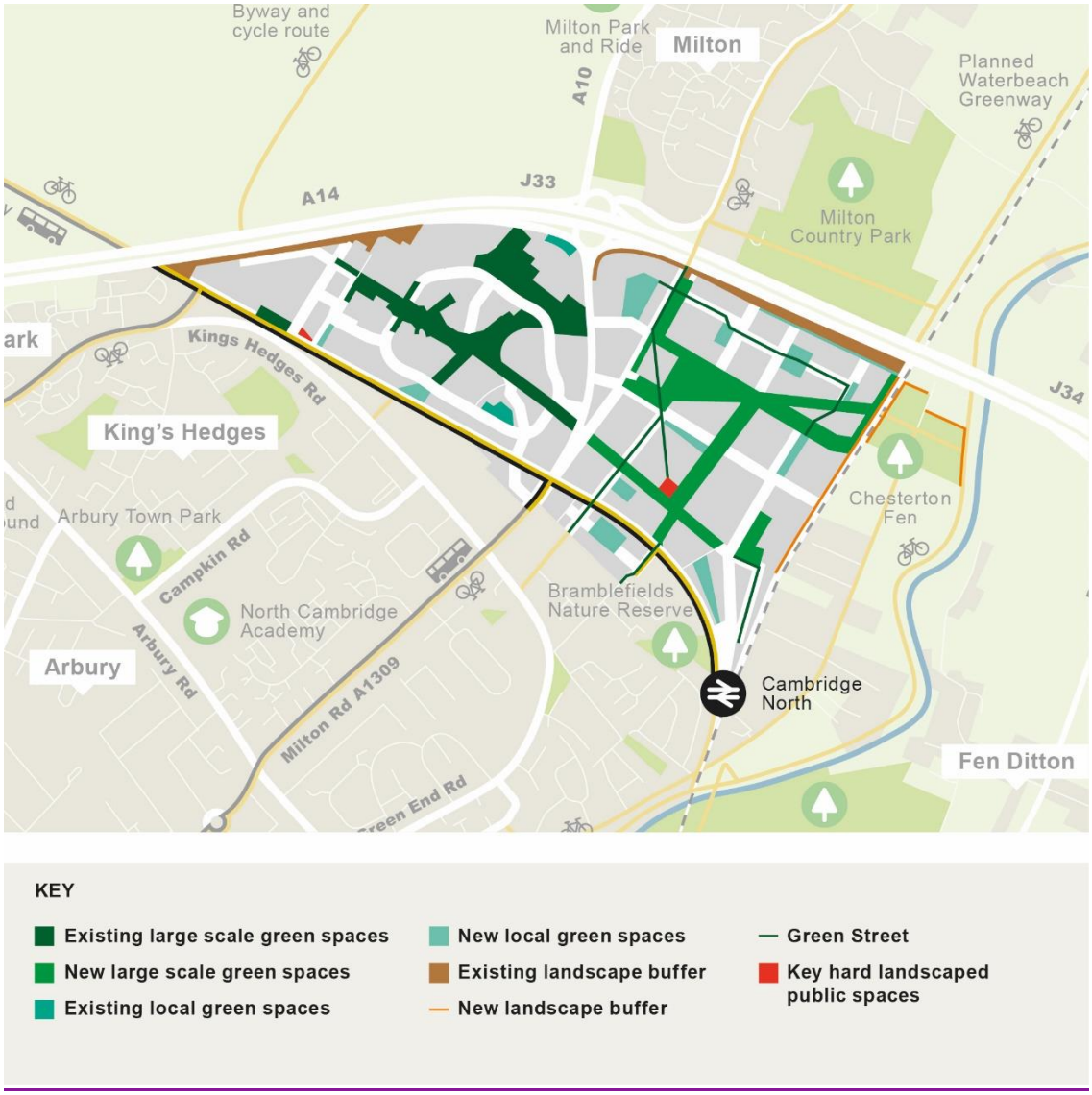


Figure ~~:~~19: Open space network to be created by the Area Action Plan

Open space, green infrastructure, sports and recreation areas and facilities are highly valued by local people and play a key role in the landscape setting and local identity of Greater Cambridge. There are ~~fantastic~~several green open spaces adjacent to the Area Action Plan area, as well as important mature

~~landscapes~~landscaped spaces within it, such as within Cambridge Science Park. This policy sets out how we will create a functional and beautiful open space network, including improving existing open spaces and making the most of assets such as the First Public Drain.

~~What you told us previously~~

- ~~Previously you referred to the type of green space that should be provided within North East Cambridge. You stated that provision should be made for green spaces at a district scale including a number of walkable and cyclable neighbourhood level parks, which could be delivered early in the development. It was highlighted that this could include large green corridors and commons which would both offer recreational and mental health benefits to the residents and users. You also mentioned that smaller parks are easier to phase and deliver through the lifespan of a development.~~
- ~~You stated that the area of land between the railway line and River Cam, commonly known as Chesterton Fen could be made into a Riverside Country Park and that this could act as a strategic facility.~~
- ~~Connectivity was specifically raised with the need to have interconnected green spaces forming an area-wide broad network which is accessible to all residents and workers within the area and wider community.~~
- ~~You also placed great importance on the creation of a landscape barrier to screen the A14. The importance of landscaping was also raised in relation to Milton Road and the Cambridgeshire Guided Busway.~~
- ~~Connection between both sides of Milton Road via green bridges for pedestrian and cyclists to use was also raised, and that Cowley Road could be opened to provide more green space and leisure facilities. You also felt that more use should be made of the Jane Coston Bridge and the connections to the wider area, including pedestrian and green infrastructure/habitat links to Milton Country Park.~~
- ~~Some of you also raised the fact that Milton Country Park is at capacity, but future expansion plans would improve capacity of the country park.~~
- ~~You also suggested that the Bramblefields nature reserve should be connected to the Guided Busway via the cycle path and that any connections~~

to Milton Country Park or peripheral green routes around the Area Action Plan need to be equestrian friendly.

- You placed great emphasis on the need for green and open spaces to be truly multi-functional, supporting a range of functions including landscaping, drainage and flood management, leisure and cultural provision. You stated that they should be available all year round and throughout the day.
- The actual quantity of open space was mentioned as an important area to address although less commentary was received on this than the quality and multi functionality of open spaces. It was also recognised that some of the open space provision will need to be met off-site and suggestions that the river corridor would be a suitable location for this.
- Lastly, there was commentary around the requirement to have a maintenance and management plan in place for open and green spaces. As well as this natural surveillance and replacement/refurbishment of existing local playgrounds/open spaces outside of the Area Action Plan boundary were seen as important considerations.

How your comments and options have been taken into account

- The policy states the adopted standards that should be applied to open space provision. However the Area Action Plan prioritises multifunctional and all seasonal publicly accessible open spaces over quantum.
- The policy specifically does not refer to the use of Chesterton Fen as a riverside country park as this areas falls within a functional flood plain and is also a sensitive for biological reasons. Nevertheless this area has the potential to be used for informal open space.
- Although multi functional open spaces are supported in the policy, functional SuDS cannot be considered fully accessible to formal or informal open space. However, they will form a wider green infrastructure network, and will perform a biological function and provide habitat creation so will be multi-functional from that perspective.
- The comments around connectivity has been taken into account and the policy requires existing and new open spaces to connect and form a network with the wider area beyond North East Cambridge through the provision of green corridors, as shown on the Spatial Framework.

- The policy also places an emphasis on securing contributions from developers for the future management and maintenance of open space provision as part of any planning application. The policy also safeguards existing facilities within North East Cambridge to ensure they are not undermined by new development and to support proposals that make them publicly available.

Policy 8: Open spaces for recreation and sport

North East Cambridge open space requirements

All major Development proposals will be supported where theymust make provision for new or enhanced open space and recreation sites/facilities, which meet the health and wellbeing needs of existing and future users of the area. The successful integration of open space into a proposed development must be considered early in the design process through a masterplan led process considering the relationship with the wider Area Action Plan area.

Delivery and Maintenance

Where any form of new open space is proposed, the Councils will enter into a Section 106 agreement with the developer to deliver the open space and to secure it in perpetuity, including appropriate arrangements for its future management and maintenance.

Quantitative

RegardProvision will need to be had to themade in accordance with Cambridge City local standards of provision of all relevant types of open space (see Cambridge Local Plan 2018, Appendix I or any future replacement) and the Councils' open space and sports strategies, where applicable. Our expectation is that all open space requirements will be met on-site.

For development proposals requiring the provision of strategic open space, this must secure in the first instance the siting and amount of strategic open space shown in (INSERT FIGURE). This identifies the strategic public open space network which will connect North East Cambridge to the wider area:

1. Linear Park

~~2. Cowley Triangle~~

~~3. Green High Street~~

~~4. Science Park Open Space~~

~~5. Science Park Brook (First Public Drain)~~

~~6. Science Park Place~~

~~7. Station Place~~

~~Any underprovision in the total amount of strategic open space required of a development, beyond that provided above, can be met through off-site provision in the following circumstances:~~

~~a) If the proposed development site is of insufficient size to make the appropriate provision (in accordance with Appendix I) feasible within the site; or,~~

~~b) If, taking into account the circumstances of the surrounding area, the open space needs of the proposed development can be met more appropriately by providing either new or enhanced provision off-site, including:~~

~~o Bramblefields Local Nature Reserve (way-finding)~~

~~o Milton Country Park (increasing capacity and way-finding)~~

~~Chesterton Fen (way-finding and accessibility to River Cam including pedestrian and cycle bridge crossing over railway)~~It is expected that all informal open and children's play space requirements will be met within the Area Action Plan area as identified on the Spatial Framework. Table x below sets out the informal open space and children's play space requirement (based on the Cambridge Local Plan standards (2018)) to be met within each of the development areas shown at Figure x.

Provision of outdoor sports facilities will be met through a combination of on-site provision, and funding towards new or improved off-site facilities. This will help meet the sporting needs of the site and the wider area to be delivered in the most efficient and effective manner.

For any development where open space provision cannot be met in full on-site, funding will be sought towards quantitative and qualitive off-site improvements which will be secured through a planning obligation. Similarly, a new pedestrian/cycle bridge over the railway should be provided to improve recreational access to the

River Cam and wider countryside as part of the wider green infrastructure network and have a positive impact on health and well-being.

Opportunities to provide food growing spaces for residents on-site are also expected and should be delivered in innovative ways that are easily accessible to residents and the wider community. Development proposals should demonstrate how opportunities for food growing have been considered and incorporated into the design of both buildings and their surrounding public realm and open spaces.

NEC Landowner Parcel	**Minimum net additional informal open space (hectares)**	**Minimum net additional provision for children and teenagers play space (hectares)**
Chesterton Sidings	3.25	0.74
Cowley Road Ind Estate	0.95	0.22
Anglian Water / Cambridge City Council site	15.31	3.46
St Johns Innovation Park	0	0
Merlin Place	0.05	0
Cambridge Business Park	1.40	0.31
Nuffield Road Industrial Estate	1.17	0.26
Trinity Hall Farm Industrial Estate	0	0
Milton Road Car Garages	0.19	0.05

Cambridge Science Park	0.22	0
Cambridge Regional College	0	0
Net additional informal open space and children's play space provision	22.54	5.04

The table above is based on the housing provision identified in Policy 13a: Housing and the assumed housing mix set out in Appendix 1. Any development proposals which diverge from these figures will need to consider their implications for open space provision. Proposals for individual land parcels will need to demonstrate how they support delivery of North East Cambridge open space network identified in Figure 20 and the Spatial Framework.

For ~~non-strategic~~ open space requirements, where there are deficiencies in certain types of open space provision in the area surrounding a proposed development, the Councils will seek to prioritise those open spaces deficient in the area.

Qualitative

The Councils will require all open spaces to be:

- High quality
- Low maintenance
- Water efficient and climate change resilient
- Publicly accessible with a multi-use functionality
- Accessible and usable throughout the year to ensure unrestricted access for new and existing residents and visitors to the area.

These spaces may include innovative forms and layouts allowing for a variety of activities that promote health and well-being ~~(having regard to the South Cambridgeshire 2011 Health Impact Assessment Supplementary Planning Document (as updated)).~~ Proposals will need to demonstrate how existing and new

open spaces within North East Cambridge connect to form a coherent and legible network with further connections to open spaces within and beyond the Area Action Plan area.

Protection of existing open space

There will be a presumption against any development proposals that result in ~~involves~~ the loss of a sport, open space, recreation or play facility except where it can be demonstrated that there is an excess of provision, or where alternative facilities of equal or better quality will be provided as part of the development or provided off-site with enhanced accessibility~~.~~ by foot and cycle.

The Councils will only consider the reconfiguration of existing open spaces where the space is re-provided on-site to an equal size, and where this will achieve enhancements to address identified deficiencies in the capacity, quality and accessibility of open space.

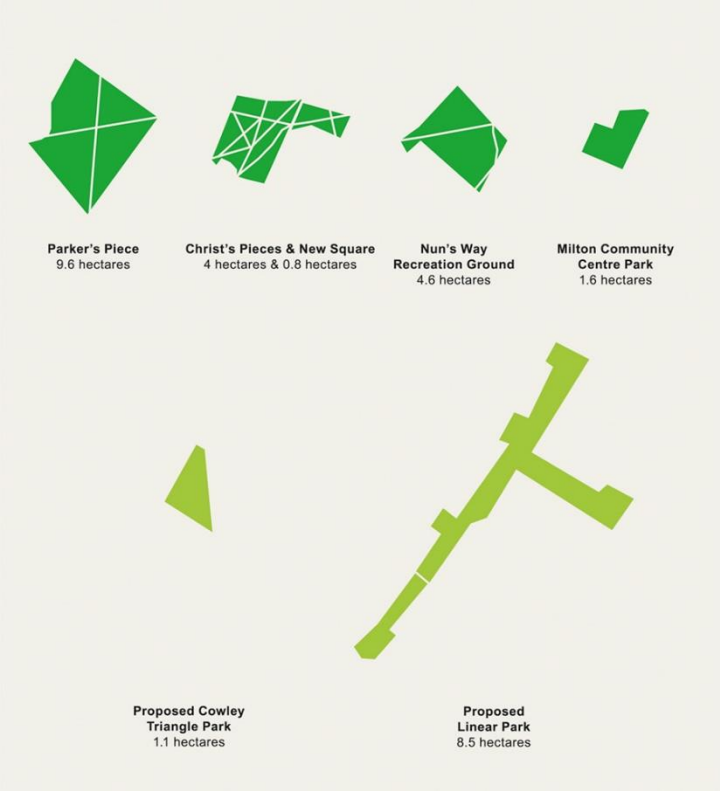
For the purpose of environmental amenity and landscaping, the linear planting and open space along North East Cambridge's boundary formed with the A14 and roadside noise barrier, railway line and Cambridge Guided Busway will be protected from development.

~~Where appropriate the Councils will enter into a Section 106 agreement with the developer to implement the above, and for the future management and maintenance of the open space provision, before granting planning permission.~~

Ancillary development on open space

Proposals for ancillary development on open space within North East Cambridge will be supported where:

a) It is necessary to/or would facilitate the proper functioning of the open space;
~~c) Is ancillary to the uses of the open space;~~
b) Is appropriate in scale;
c) It would contribute positively to the use and quality of the open space.


Parker's Piece
9.6 hectares
Christ's Pieces & New Square
4 hectares & 0.8 hectares
Nun's Way
Recreation Ground
4.6 hectares
Milton Community
Centre Park
1.6 hectares
Proposed Cowley
Triangle Park
1.1 hectares
Proposed
Linear Park
8.5 hectares

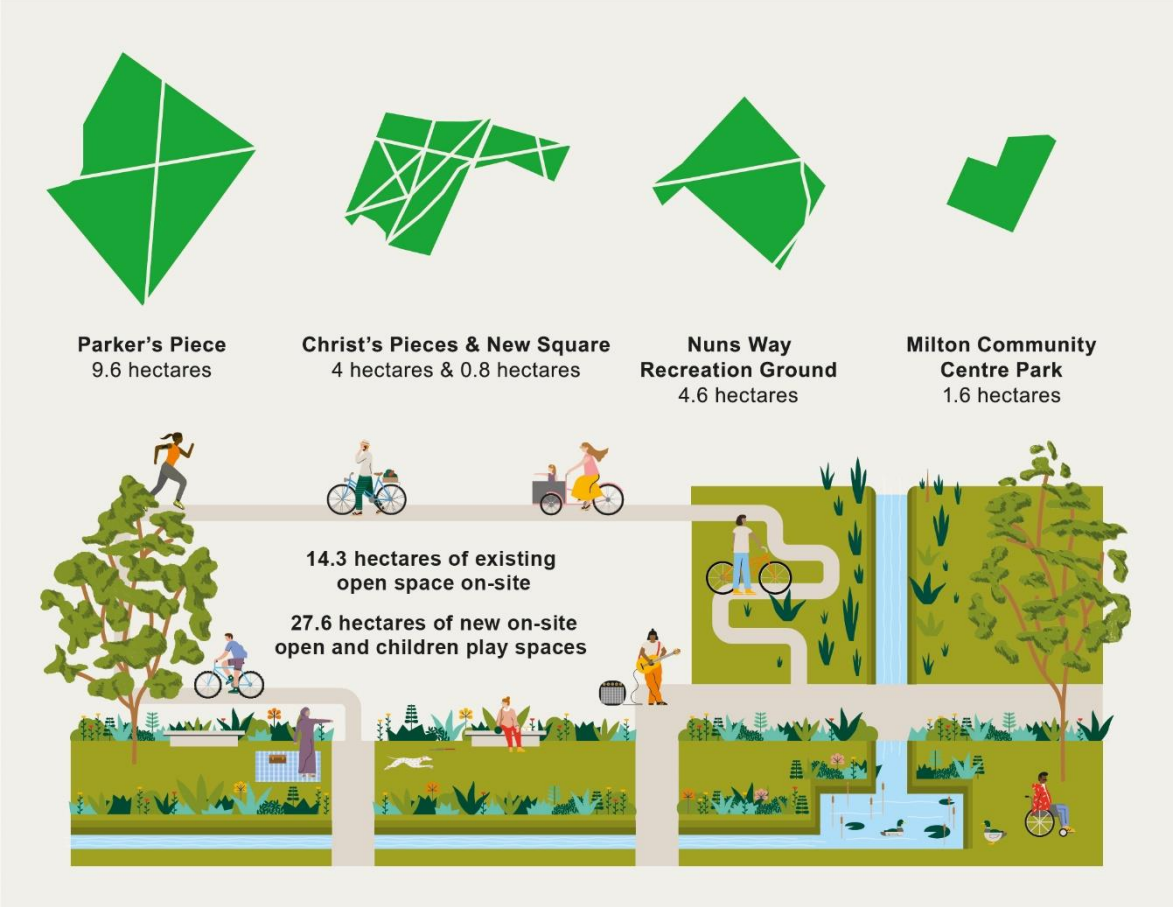

Parker's Piece
9.6 hectares
Christ's Pieces & New Square
4 hectares & 0.8 hectares
Nuns Way
Recreation Ground
4.6 hectares
Milton Community
Centre Park
1.6 hectares
14.3 hectares of existing
open space on-site
27.6 hectares of new on-site
open and children play spaces

Figure ~~:~~20: Scale comparison of existing open spaces in Cambridge, and the major proposed new open spaces within North East Cambridge

Why we are doing this

Relevant objectives: 1, 2, 4, 5

An essential part of the character of Cambridge stems from its many green spaces, trees and other landscape features, including the River Cam. These not only play an important role in promoting both active and passive sport and recreational activities but also provide valuable amenity space and support for biodiversity.

Open space, green infrastructure, sports and recreation areas and facilities are highly valued by local people and play a key role in the landscape setting and local identity of Greater Cambridge. They also provide important habitats for wildlife and allow people to have daily encounters with the natural environment~~.~~ including through sensory attractions. Open spaces not only help support the health, social and cultural well-being of local communities but also help support strategies to mitigate the adverse effects of climate change.

All new development should make provision for new or enhanced open space and recreation sites/facilities on-site. The successful integration of open space into a proposed development should be considered early in the design process as part of a placemaking led approach, including the provision of footpaths, running trails and cycle routes.

~~Development proposals which are required to contribute towards strategic open space provision must provide this in accordance with Figure 21 to ensure that strategic open space is provided in a coordinated and comprehensive form which forms parts of a coherent green network.~~

~~Where a development proposal is unable to provide on-site provision in accordance with the adopted standards, new or enhanced provision should then be made off-site at Bramblefields Local Nature Reserve, Milton Country Park and Chesterton Fen. .~~

~~There is current guidance that assesses sustainable development proposals in the form of the South Cambridgeshire Health Impact Assessment Supplementary Planning Document (2011) (as updated). It is used to demonstrate that principles of sustainable development have been applied and that these have a positive outcome of the health and well-being of people living and working in the area. The provision, amount, accessibility and quality of open space is an important consideration in achieving positive health and well-being outcomes for the wider community.~~

North East Cambridge straddles two local planning authorities each currently with their own open space standards for new residential development. These are based upon each area's general characteristics and needs; standards in South Cambridgeshire reflect its rural nature while those in Cambridge relate to its more urban environment. ~~Due to the high-density nature of development at North East Cambridge, it is considered reasonable that the open space standards detailed in the adopted 2018 Cambridge Local Plan, including their recommended application and deficiency tests outlined in Appendix I (or any future replacement as part of the emerging Greater Cambridge Local Plan), are used as a starting point. Regard should also be had for Cambridge City Council Open Space and Recreation Strategy along with any other sports related strategies adopted by either council. These provide guidance about the application of the standards in terms what is more suitable for different city wards and the implementation of formal sports facilities.~~ Reflecting the location and urban environment of North East Cambridge the current adopted open space standards detailed in the Cambridge Local Plan 2018 have been applied.

~~Although the Open Space, Sport and Recreation requirements are broadly based on the Cambridge City Council standards a step change is required in terms of on-site quantum of open space and how it should be most effectively used.~~

~~Regard should also be had for Cambridge City Council Open Space and Recreation Strategy along with any other sports related strategies adopted by either council. These provide guidance about the application of the standards in terms what is more suitable for different city wards and the implementation of formal sports facilities. As part of the emerging Local Plan review for Greater Cambridge, the Open Space and~~

~~Recreation Strategy will be updated and cover the whole of Greater Cambridge along with other sports strategies in partnership with Sport England.~~

~~All on-site communal open spaces will need to be high quality, inclusive, high quality~~Development proposals which are required to contribute towards the open space provision must provide this in accordance with the North East Cambridge Spatial Framework and Figure 21 to ensure that open space is provided in a coordinated and comprehensive form which forms parts of a coherent green network.

Responding to issues raised during consultation on the draft plan, the spatial framework was amended to including larger amounts of onsite open space. Informal open space and children's play standards are met in full. This will ensure that all new homes at North East Cambridge will be within a 5 minute walk of an open space. And whilst not formally part of planning standards, the open space network and provision will also be in line with the Accessible Natural Greenspace Standard (ANGSt) developed by Natural England, where all homes will also be within 300m of an open space of at least 2ha in size.

Provision of formal sports will be met through a combination of onsite provision, and funding towards new or improved off site facilities. This will help the sporting needs of the site and the wider area to be delivered in the most efficient and effective manner. Due to the potential for flooding, the Chesterton Fen area will not be considered as part of any calculation for formal recreational or sports provision.

Specific off-site contributions will be sought towards a new pedestrian/cycle bridge over the railway to improve recreational access to the River Cam and wider countryside as part of the wider green infrastructure network.

The provision of informal open space and children's play space can be successfully integrated into the development and associated public realm through a variety of ways such as door-step play spaces, pocket parks, trim trails and walking and running routes. The North East Cambridge Open Space Topic Paper (2021) and Typology Study and Development Capacity Assessment (2021) provides further examples of how these features can be successfully integrated into public spaces and located at key pedestrian and cycling intersections. Provision should also

respond to the wider context around North East Cambridge. It is also essential that any existing open space deficiencies in neighbouring residential areas, such as equipped children play spaces (as set out in part in the Cambridge's Outdoor Play Investment Strategy) are identified. These could provide opportunities for new off-site provision in order to meet the need of both new and existing communities.

Existing facilities within North East Cambridge and the wider local area, including Cambridge Science Park and in North East Cambridge and nearby at North Cambridge Academy, play a large role in providing open space, sport and recreation provision for existing residents and businesses employees. and Cambridge Regional College. These are an important element to the overall sport and recreation mix in North East Cambridge and however, opportunities to extend or make these existing facilities publicly available at certain times of the day and week will add capacity to sports provision within the area and negate, at least in part, the need to make similar services available elsewhere.

Access to food growing opportunities is an important component of living within higher density neighbourhoods where the provision of traditional allotment pitches can be challenging to deliver or where access to existing allotments is difficult due to high demand. The type of development proposed for North East Cambridge presents the opportunity to deliver innovative forms of food growing opportunities including on private balconies, within communal spaces such as internal courtyards and rooftops within development blocks and within public spaces such as parks and the wider public realm. Whilst these forms of food growing do not replicate a traditional allotment pitch, they do allow people to grow their own food, connect with the natural environment and offer wider health and well-being benefits. They can also help foster a sense of community and therefore can form an important part of the meanwhile uses (see Policy 28) that come forward ahead or alongside of development at North East Cambridge.

Open spaces will need to be high quality, inclusive, low maintenance, climate change resilient and multi-functional to maximise their utility value, as well as being both ~~availability and functionality throughout the year. They therefore should not be subject to surface water flooding, be multi-seasonal and In Winter, these areas will need to be usable spaces e.g. should not be subject to surface water flooding due to~~

~~prolonged bouts of rain. In Spring, they should encourage people to spend time outdoors. In Summer, they as well as should providee sufficient shade during the warmer months. They~~available and functional throughout the year, this will include consideration of drainage (see policy 4c: Flood Risk and Sustainable Drainage), and shading (see policy 7: creating high quality streets, spaces and landscape).

Open spaces should contain such facilities and equipment as appropriate to the functions and purposes of the open space being provided. Spaces should also allow for a range of 'occasional' events that will help support community activities and sporting events. The provision of small scale ancillary facilities that are appropriate to and support the functions, uses and enjoyment of the open space will be supported. Where the open space accommodates a number of user groups, the provision of shared facilities can overcome the need for several smaller buildings thereby making more efficient use of both land and buildings. ~~as well as make a positive contribution towards other council strategies including the Cambridgeshire Green Infrastructure Strategy, to allow play and minimise localised solar heating, e.g. should allow some respite from excessive heating during long hot summer days. In Autumn, they should be sufficiently sheltered to allow their continued use.~~

~~As the Area Action Plan~~The sharing of facilities can also encourage greater community involvement including community volunteering initiatives with tool sheds and other shared facilities. The siting of ancillary facilities needs to be carefully planned to ensure these do not detract from the character of the space, are detrimental to its functions, or give rise to any conflicts with other uses of the open space or surrounding uses.

North East Cambridge will take a number of ~~years~~decades to fully build out, and over this time open space, sport and recreation provision within Greater Cambridge will change ~~over this time and therefore demand will also be impacted. A periodic review of open space, sport and recreational facilities will be undertaken through the councils updated open space and sport related strategies to ensure the supply of facilities meets ongoing demand.~~

~~It is also essential that any existing open space deficiencies in neighbouring residential areas (as set out in part in the Cambridge's Outdoor Play Investment Strategy), such as equipped children play spaces are identified. These could provide~~

~~opportunities for new off-site provision in order to meet the need of both new and existing communities. These spaces will allow new provision during the construction phase to meet the needs of early new residents. Specific off-site contributions will be sought towards informal open space deficiencies including Milton Country Park; Chesterton Fen and accessibility to River Cam including pedestrian/cycle bridge crossing over railway. Formal sports provision should be met on-site in the first instance if possible. Where it can not be met in full, off-site provision will be sought within the local area. North of North East Cambridge, Milton Country Park and Milton Village~~ . The councils will continue to update their sport and recreation strategies and evidence over this period, and planning applications should have ~~several existing sport and leisure facilities. Whilst access~~regard to ~~these facilities will be improved through a new underpass under the A14, these are not considered sufficiently accessible for children to access from North East Cambridge. However, several of these spaces offer formal sports provision in the form of cricket, tennis and football facilities. The River Cam will also be made more accessible through new pedestrian and cycling routes and this will provide access to further informal recreation space and serve wider needs. Due to the potential for flooding, the Chesterton Fen area will not be considered as part of any calculation for formal recreational or sports provision.~~

the latest information available.

The requirements for the different types of open space should be applied in a cumulative way. However, the Council may seek variations in the composition of the open space in order to secure the best outcome for the development and the surrounding area, in particular on smaller, more constrained sites where it is not physically possible to deliver several different types of open spaces on-site.

~~For major developments which include residential accommodation, the S106 agreement should~~Planning obligations (section 106 agreements) or conditions will be applied to ensure the delivery of on and off-site provision is linked and effectively phased to the delivery of new homes. Arrangements for effective on-going maintenance of open space and facilities will also be required.

~~Existing facilities within North East Cambridge and the wider local area, including Cambridge Science Park and in North East Cambridge and nearby at North~~

~~Cambridge Academy, play a large role in providing open space, sport and recreation provision for existing residents and businesses employees. and Cambridge Regional College. These are an important element to the overall sport and recreation mix in North East Cambridge and however, opportunities to extend or make these existing facilities publicly available at certain times of the day and week will add capacity to sports provision within the area and negate, at least in part, the need to make similar services available elsewhere.~~

~~The value attributed to local open space by communities is often associated with the availability of facilities that enhance their use and user experience. The provision of small scale ancillary facilities that are appropriate to and support the functions, uses and enjoyment of the open space are supported. Where the open space accommodates a number of user groups, the provision of shared facilities can overcome the need for several smaller buildings thereby making more efficient use of both land and buildings. The siting of ancillary facilities need to be carefully planned to ensure these do not detract from the character of the space, are detrimental to its functions, or give rise to any conflicts with other uses of the open space or surrounding uses.~~

Evidence supporting this policy

- ~~Open Space Topic Paper (2020)~~[LW35]
- ~~Open Space and Sports Pitch Strategies (currently in development)~~
- ~~Cambridgeshire~~Greater Cambridge Green Infrastructure ~~Strategy~~ Opportunity Mapping Recommendations report (2021)
- Ecology Study (Biodiversity Study) (2020)
- Habitat Regulations Assessment (~~2020)~~ 2021)
- Cultural Placemaking Strategy (2020)
- Typologies and Development Capacity ~~Assessement (2020)~~Assessment (2021)

Topic Papers and other documents informing this policy

- Open Space Topic Paper (2021)
- Health Facilities and Wellbeing Topic Paper (~~2020~~2021)

- Anti-Poverty and ~~Inequalities~~Inequality Topic Paper (~~2020)~~2021)

~~Cultural Placemaking Strategy (2020)~~Monitoring indicators

- ~~Monitor the amount and type~~Amount of new ~~and retained open space within North East Cambridge.~~
- ~~Update to the Councils' Open Space and Recreation Strategy.~~
- ~~Additional specific strategies for different types of~~ open spaces ~~may also be commissioned on a four to five year basis.~~permitted (hectares)
- ~~Open space delivered in relation to spatial framework~~
- ~~Open space usage with survey~~

Policy links to adopted Local Plans

Cambridge Local Plan

- Policy 15 - Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 59 - Designing landscape and the public realm
- Policy 67 - Protection of open space
- Policy 68 - Open space and recreation provision through new development
- Policy 73 - Community, sports and leisure facilities

South Cambridgeshire Local Plan

- Policy SS/4 - Cambridge Northern Fringe East and Cambridge North railway
- Station
- Policy NH/6 - Green Infrastructure
- Policy SC/2 - Health Impact Assessment
- Policy SC/8 - Protection of Existing Recreation Areas, Allotments and Community Orchards
- ~~2011 Health Impact Assessment Supplementary Planning Document~~

~~4.45.4~~ Density, heights, scale and massing



KEY

- 4-5 storeys typical height, maximum 6 storeys (18m)
- 5-6 storeys typically, maximum 8 storeys (24m)
- 6-8 storeys typically, maximum 10 storeys (30m)
- 7-11 storeys typically, maximum 13 storeys (39m)

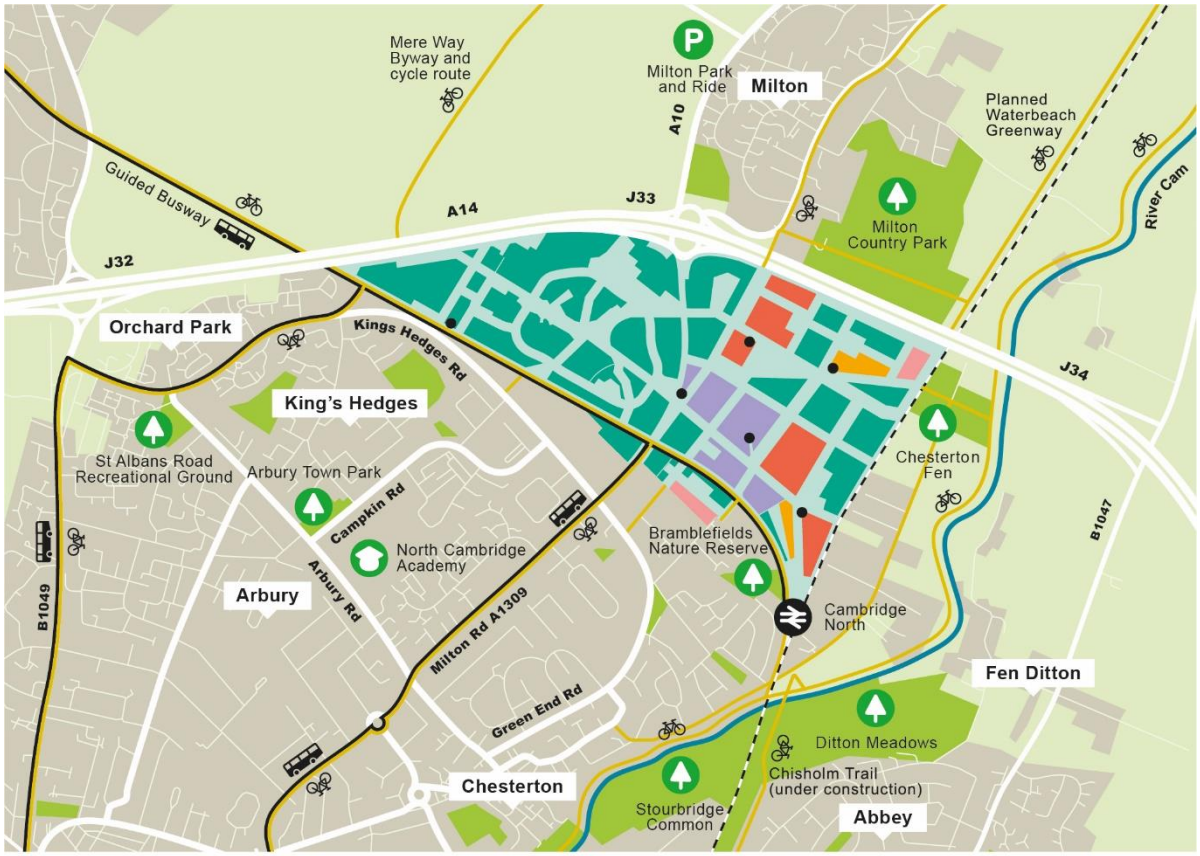


Figure ~~:~~21: Building heights considered suitable for North East Cambridge

North East Cambridge should be a place which enables people to live, work and relax within walking distance of everything they need. Building to a higher density means land can be used more efficiently and it makes community services, shops and other facilities more viable. ~~,~~The Councils have undertaken evidence which shows that it is possible to build taller in some parts of the area without a negative impact on the historic environment, local townscape and wider landscape. This policy sets out expected building heights and densities across the area and how the scale and massing (shape) of buildings should consider its impact on the ~~skyline~~local and wider context.

~~What you told us previously~~

- There were a mix of views provided regarding scale and massing at North East Cambridge. There was support for using higher densities where there is good accessibility around the transport hubs including Cambridge North Station and around key amenity spaces. Eddington at North West Cambridge was cited as an example of a good medium height and varied density development and accordingly high-quality design was considered key to ensuring the area could manage higher densities appropriately.

- Concern was expressed that taller buildings would have a negative impact on the rural settings of The River Cam, Fen Ditton and wider Cambridge Green Belt which are near the North East Cambridge area. Further concerns were expressed that taller buildings may impact on the historic core of Cambridge. A suggested 'cap' of 6-8 floors was suggested by some with a lower maximum of 2-4 storeys suggested by others.

- However, there were concerns raised about very high-density development, with a feeling that it should be low density with 'ample green space' provided. The impact of taller buildings often associated with higher density development and the importance of assessing visual harm was highlighted.

- Concern was raised about microclimatic issues created by tall buildings.

- The need to properly assess building heights and densities within development proposals was highlighted by several respondents. The use of Visual Impact Assessment methodologies to assess whether tall buildings will be harmful on the setting of Cambridge was highlighted. It was noted that a sound evidence base and understanding of what a higher density development at North East Cambridge will do in terms of impact were highlighted as important for informing the preferred policy approach. The need to consider aspects such as the airport safety zone were raised too.

- There was support for the idea of making development within North East Cambridge more visible from Milton Road. There was concern raised about the area feeling too urban and visually cluttered and that a rural character should be 'maintained' with the idea of adding commercial frontages onto a five-line highway considered 'appalling'. It was also raised that it would be important to consider the relationship between new development and Milton Road and how this could inform enhanced walking and cycling provision.

How your comments and options have been taken into account

- The proposed policy considers the importance of both density and good design together to ensure the delivery of a well-designed higher density new city district. The density of development is informed by its accessibility to sustainable transport modes such as key pedestrian and cycle links, the Cambridgeshire Guided Busway and the transport interchange associated with Cambridge North Station.

- To understand the potential impact of development, the Councils have undertaken a Landscape Character and Visual Impact Appraisal to inform the preferred policy but are also commissioning a Heritage Impact and Townscape Assessment to inform a wider Townscape Strategy for North East Cambridge. This will ensure that taller buildings as part of development at North East Cambridge will not impact on the Historic Core of Cambridge, the setting of the City and surrounding heritage assets, as well as nearby established residential neighbourhoods.

- With respect to the landscape assessment the potential impact of taller buildings has been considered and locations have been identified where taller buildings can be located to minimise harm on the wider Fen landscape. These locations have then informed the positioning of the district and local centres and the subsequent proximity to sustainable transport connections. Building heights can also help with wayfinding and district identity and so localised increases in height are being considered to promote this. Whilst overall heights are taller than the heights of 2-6 storeys suggested in comments, the strategy is to bring forward a range of building heights to create a varied and well-articulated skyline, the ambition of which is reflected in the policy.

- In response to concerns that the new District could be a windy and heavily shaded place, it is important that when planning for tall buildings a high-quality street level environment is created. It must be human in scale and resolve microclimatic issues to produce well designed, attractive and comfortable streets and spaces throughout the year. Cross-sections have been devised to show the scale of the street width to building heights as part of each of the centres throughout the North East Cambridge area. These demonstrate how large-scale trees, footways and other open spaces can be easily accommodated whilst delivering the scale of development required to make development at North East Cambridge viable and acceptable.

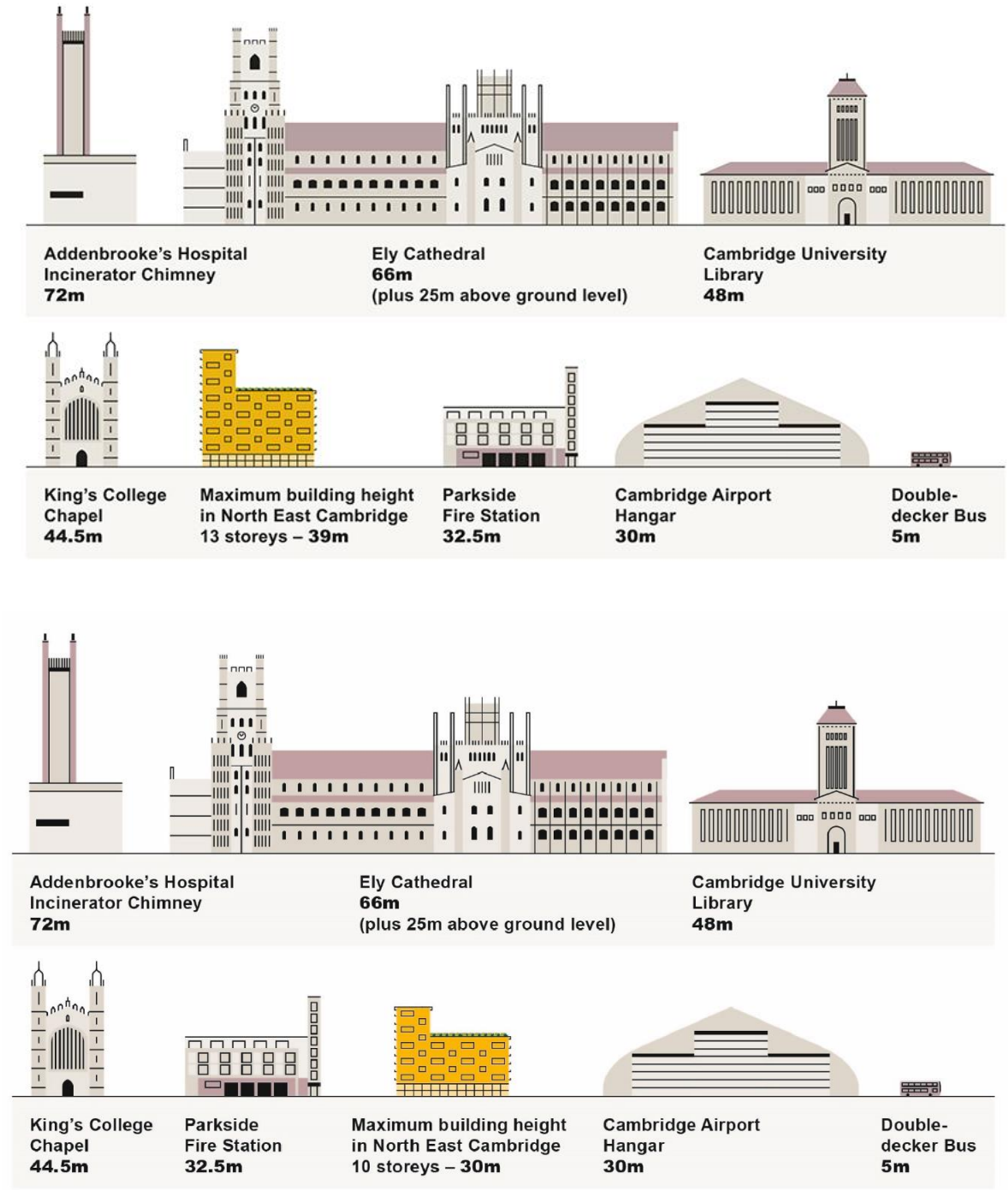


Figure ~~:~~22: Comparison of proposed building heights within North East Cambridge, and existing taller buildings in the area.

Policy 9: Density, heights, scale and massing

~~Development densities and~~Development proposals should be of an appropriate height, scale and massing in order to create distinctive high-quality buildings which

make a positive contribution to the existing and emerging context when considered from immediate, mid-range and long-range views. Taller buildings, and those in prominent locations, should respond appropriately and sensitively to the local setting, add to the attractiveness and interest of the skyline and landscape, and be responsive to the historic wider setting of the City and related heritage assets.

Development proposals should adhere to the maximum building heights ~~should not exceed those~~ identified on ~~and . Densities and intensification of appropriate uses will increase around highly accessible parts of the Area Action Plan area taking into account wider development sensitives, and activity clusters such as the District Centre and Cambridge North Station.~~

Figure 22. The ~~overall approach to building densities,~~identified heights~~, scale and massing~~ allow for ~~all development proposals at North East Cambridge will be expected to create a well-articulated and varied skyline throughout the area.~~ localised increases in height ~~should be located~~ in specific locations across North East Cambridge to help define key centres of activity within the area and help with wayfinding.~~–~~

~~Through appropriate landscape and visual impact assessment, heritage impact assessment and massing studies,~~ Any proposals ~~will be required to carefully assess and consider their impact on the historic and wider skyline and their relationships with the surrounding context, the setting of Cambridge and Fen Edge approaches, including their relationship to the Fen Ditton Conservation Area and other heritage assets. Proposals will be required to demonstrate how they will:~~that seek to create tall buildings (as defined below) by virtue of overall height or massing or a combination of will need to follow the assessment criteria and process identified in the Cambridge Local Plan (2018) Appendix F or successor.

~~a) Be of exemplary design which is proportional and elegant;~~

~~b) Create a well-articulated and varied skyline;~~

~~c) Make a positive contribution to the local and wider skyline;~~

~~d) Optimise pedestrian comfort at street level as part of creating a human scale environment;~~

~~e) Help contribute to making a place that is easy to find your way around;~~

~~f) Ensure adequate separation between buildings to limit the cumulative impact of scale and massing;~~

~~g) Ensure that microclimatic impacts are assessed and resolved as part of proposals including understanding cumulative impacts from nearby development;~~

~~h) Ensure that servicing, management and maintenance are an integral part of the planning and design of new buildings;~~

~~Where required, undertake an~~ Where applicable, the net residential development densities shown on Figure 24 should be used to inform schemes coming forward. Broadly, densities will increase around highly accessible parts of the Area Action Plan area, such as the District Centre, through the intensification of appropriate uses and well-designed building forms.

All proposals will be assessed against Appendix F of the Cambridge Local Plan (or successor) as well as the following criteria:

a) Location, setting and context – applicants will need to assess the impact of their development proposals on the historic environment (heritage assets or other sensitive receptors), key views and landscape setting as well as existing and emerging townscape at North East Cambridge and its surroundings. Development proposals must clearly demonstrate that they do not negatively impact on the character of Cambridge, as a city of spires and towers emerging above the established tree line.

b) Exemplary design – using scaled drawings, sections, accurate visual representations and models, applicants will need to demonstrate that the scale, massing, architectural quality, detailing and materials of proposals create elegant and well-proportioned buildings that create well-articulated, finer grain and human scale development forms. In the case of taller structures, proposals should also ensure good separation between adjacent buildings, to create well-articulated additions to the Cambridge skyline.

c) Amenity and microclimate – applicants will need to demonstrate that there are no adverse impacts created by their proposals, including cumulative impacts, on neighbouring buildings and open spaces in terms of the diversion of wind,

overlooking or overshadowing, glare and that there is adequate sunlight and daylight within and around the proposals.

d) Public realm – applicants will need to show how the space around buildings will be detailed, including how a human scale is created at street level.

~~a)~~e) Airport Safeguarding Assessment - where required, this assessment will be needed to understand ~~any~~the implications of buildings over 15m ~~(AOD~~) on the operational requirements of Cambridge Airport.



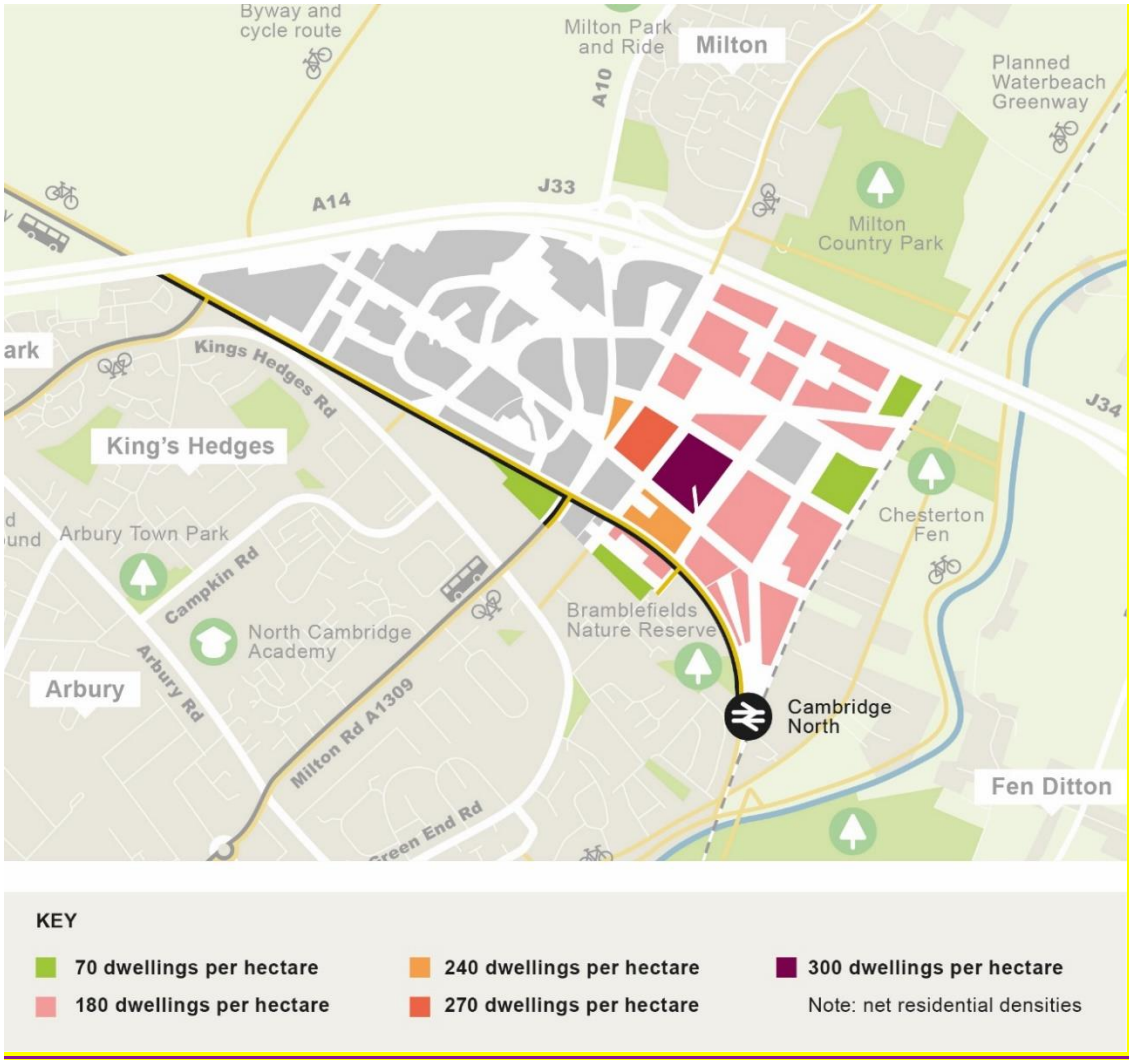


Figure ~~:~~23: Residential densities considered suitable for North East Cambridge

Why we are doing this

Relevant objectives: 1, 2, 3, 4, 5

North East Cambridge ~~will be of a size~~ presents the opportunity to create a self-sustaining ~~place~~new city district that ~~provides~~can accommodate a significant number of new homes~~, employment~~ and jobs, alongside open spaces, retail, leisure and other activities. ~~To achieve such a place, the density of the area needs to support the range of activities and uses needed along with making best and most efficient use of the land available, and the site's~~The densities promoted through the Plan reflect the area's accessibility to Cambridge North Station, the guided busway and ~~the associated~~planned public transport ~~interchange. Building heights and the density of development are closely related and in considering building heights, densities, scale~~

~~and massing,~~enhancements as well as ensuring efficient use is made of brownfield land within Cambridge. Nevertheless, the councils recognise that a balance needs to be struck between safeguarding the setting of Cambridge, ~~its~~ key ~~approach~~approaches to the city and historic core and providing sufficient development potential to create a strong a vibrant district.

Therefore, the Area Action Plan takes a managed approach to density and building heights. With respect to building heights, these have been tested through a Landscape Character and Visual Impact Appraisal (2020), Heritage Impact Assessment (2021) and Townscape Assessment (2021). These studies have informed a Townscape Strategy (2021) that draws together the recommendations and conclusions to help define an approach to building heights.

These assessments have tested building heights across the Area Action Plan area and concluded that there is capacity to accommodate some taller buildings in the District Centre without causing harm to the setting of Cambridge, its Historic core, the wider Fen landscape or other nearby heritage assets including backdrops, and important local views, prospects and panoramas. The North East Cambridge Spatial Framework and Figure 22 set out the maximum building heights at North East Cambridge based on these assessments as well as the councils wider placemaking aspirations for the area. Development proposals which exceed the building heights identified in Figure 22 will generally not be supported.

The approach to building heights across North East Cambridge, whilst taller than the prevailing local context, is typical of the range of heights being brought forward on other development sites in and around Cambridge. The policy wording identifies the need for elegant and well-proportioned buildings that create well-articulated, finer grain and human scale development forms which reflects the prevailing character of central Cambridge. The prevailing building height of development in the city is currently between 2 and 5 storeys with other taller structures in prominent locations. In the Cambridge context, a tall building is broadly defined as ‘any structure that breaks the existing skyline and/or is significantly taller than the surrounding built form’. This approach is derived from Historic England guidance note 4, that identifies how ‘what might be considered a tall building will vary according to the nature of the local area. Applied to a North East Cambridge context, taller buildings are defined as

anything in excess of five residential storeys (15m). Such proposals require closer scrutiny to ensure any adverse effects (visual, functional or environmental) are avoided and beneficial impacts (placemaking) are realised.

Taller buildings at North East Cambridge can help people navigate through this new city district by providing reference points and emphasising the hierarchy of place. At North East Cambridge, the taller buildings are located within the District Centre whilst Landmark Buildings are at important street intersections. Taller and landmark buildings that are of exemplary architectural quality, in the right locations, can make a positive contribution to Cambridge's townscape, and many tall buildings, both historic and more modern editions, have become a valued part of the city's identity. Landmark buildings also need to stand out through their exceptional architectural approach and quality, not only through their greater height. In exceptional circumstances and demonstrated where justified, a landmark building may exhibit an increased massing and/or a different material palette than the current or emerging prevailing character.

Nevertheless, taller buildings can have detrimental visual, functional and environmental impacts if they are inappropriate located and/or of poor-quality design. Therefore, taller buildings within North East Cambridge will need to be carefully managed as set out in Policy 9.

In the case of taller buildings, proposals will need to ensure good separation between adjacent buildings, to create well-articulated additions to the Cambridge skyline where taller buildings read as incidents and where each considers its impact on the immediate and wider context. Proposals for taller buildings or buildings of increased scale and massing, will need to demonstrate that they do not harm the amenity of their surroundings, the setting of the City and the wider landscape character. Site specific landscape and heritage assessments should include the key viewpoints identified within the North East Cambridge Heritage Impact Assessment and Landscape Character and Visual Impact Assessment. The North East Cambridge area lies approximately 2.5 miles (4kms) north east of the historic core of Cambridge and so the impact on the Historic Core needs to be considered in terms of the potential to impact on the setting of the City from approach routes and from

the various vantage points that allows the historic core in relation to the outlying areas to be understood.

Figure 21 is based on an assumed floor to floor height for residential use of 3m and overall indicated heights are inclusive of plant and lift overruns. It is expected that ground floors will be 4m floor to floor to accommodate non-residential uses. While the plan shows typical height ranges, lower forms will also be acceptable and it is expected that a design led approach will be taken to achieve a human scale, plot-based approach to development.

Density, scale and massing

Densities can form part of a plan-led approach to managing future growth, including making optimal use of a site such as North East Cambridge which is well connected by public transport and will have good access to new services and facilities.

The size of the North East Cambridge area means that a managed approach to scale, massing and the location of buildings is needed to help safeguard the setting of the City. A clear strategy is set out within the Area Action Plan area to tie in with a placemaking led approach that requires high quality streets and spaces along with great architecture. To help create human scaled streets and places, finer grain, plot-based architecture is needed that in turn will create a greater variety of architectural responses and help to deliver a well-articulated skyline. Larger format commercial and R&D buildings create inherent challenges in trying to reconcile the required flexible floorplates with the need to avoid bulky building forms. The use of setbacks, integration of flues and promoting mixed use building forms are all ways in which scale and massing can be successfully managed whilst accommodating flexibility of floorplate.

The density of development will play a significant role in determining the kind of place created. It helps to define the character of development through the urban form, building types utilised and the quality of open spaces and streets that form the structure of urban places.

~~National policy requires planning authorities to make the best and efficient use of such available land and to link the density of development to accessibility by public transport infrastructure. The MHCLG National Design Guide (2019) paragraph 63~~

~~advocates compact forms of development as a method of bringing people together and supports 'local public transport, facilities and local services' to 'reduce dependency upon the private car'. Such 'transport orientated development' is the model employed in major urban centres and recognises the benefits of low private car dependency when compact, walkable places are created that maximise opportunities to provide shops and services close to and embedded into mixed use districts that also provide homes and jobs. Density is also intrinsically linked to the ability to sustain services and facilities and provide what people need in their day to day lives.~~

~~The Area Action Plan will facilitate the delivery of a compact, higher density new city district that maximises walking and cycling connectivity and will deliver a radically different form of development which uses the benefits of density and mixed use high quality context driven design that responds to the established character of Cambridge and the surrounding established places.~~

~~In line with NPPF Paragraph 137, that advocates the uplifting of density 'in~~In line with NPPF (2021) Paragraph 141 and the MHCLG National Design Guide (2019), which advocate the uplifting of density 'in city and town centres and other locations well served by public transport', development at North East Cambridge will be expected to make efficient and effective use of brownfield land available to achieve a critical mass of population required to create a self-supporting new city district that internalises trips and takes advantage of existing and planned public transport that provides good accessibility on foot and by bicycle.

The Area Action Plan will facilitate the delivery of a compact, higher density new city district that maximises walking and cycling connectivity and will deliver a radically different form of development based on density and mixed-use, high-quality design that responds to the established character of Cambridge.

A range of development typologies and densities have been considered within the Typology and Development Capacity Study that have informed the understanding of site capacity and how different land uses can be compatible and land efficient. ~~North East Cambridge will deliver a significant uplift in existing commercial floorspace within the Area Action Plan area along with greater housing densities established elsewhere in Greater Cambridge.~~ Buildings will need to be innovative to provide a

range of uses to deliver an appropriately dense predominantly mid-rise, attractive street based new city district in accordance with Figure 24.

~~**Building heights**~~

~~Building heights in Cambridge have long been a topic that has created heated discussion over the decades with people both for and against taller buildings. Cambridge has taken a cautious approach to managing tall buildings in the city with Local Plan Policy 60 Tall Buildings and the Skyline and supporting Appendix F advocating a case by case assessment based on a series of set criteria. Such an approach has recognised that even modest increases in height in certain areas of the city have potential to impact on surrounding established neighbourhoods and views from vantage points around and within the city. The prevailing scale of development in the city is currently between 2 and 5 storeys with other taller structures in prominent locations.~~

~~In 2009, Cambridge City Council organised a debate on the topic 'Is tall beautiful?'. This conversation revealed that there were concerns around planning for taller buildings and if tall building were going to be allowed in Cambridge, there was little support for taller buildings within the City's historic core. There was general agreement that any new taller buildings must be sympathetic to their context and position, that they should have a 'sense of place' and be of high quality both in respect of design and materials. It was considered that tall buildings must also be sustainable, environmentally friendly and connected to established infrastructure, particularly public transport. Finally, it was felt that a more proactive "strategy" was needed in order to avoid the potential for a piecemeal approach to the location of tall buildings across the City.~~

~~**Approach to building heights in North East Cambridge**~~

~~The North East Cambridge area lies approximately 2.5 miles (4kms) north east of the historic core of Cambridge and so the impact on the Historic Core needs to be considered in terms of the potential to impact on the setting of the City from approach routes and from the various vantage points that allows the historic core in relation to the outlying areas to be understood.~~

~~The size of the North East Cambridge area means that a managed approach to scale, massing and the location of tall buildings is needed to help safeguard the setting of the City and to set out a clear strategy within the development area to tie in with a placemaking led approach that requires high quality streets and spaces with great architecture. Whilst Policy 60 and appendix F of the Cambridge Local Plan (2018) will be used for the detailed assessment of proposals for tall buildings coming forward at North East Cambridge, this policy, supporting diagrams and Spatial Framework will be used to manage and plan for where taller buildings can be suitably located.~~

~~Overall building heights have initially been tested through a Landscape Character and Visual Impact Appraisal. The Councils are undertaking further work in liaison with Historic England to consider the impact of taller buildings on heritage assets, the setting of the city and local townscape through a Heritage Impact and Townscape Assessment. These studies will inform a Townscape Strategy which will draw together the recommendations and conclusions from both reports to help define a tall building approach at North East Cambridge that maximises development capacity but does not harm the setting of Cambridge, its Historic core, the wider Fen landscape or other nearby heritage assets.~~

~~Assessments so far have concluded that there is capacity to accommodate some taller buildings in the District Centre without causing a detrimental impact on the wider Fen landscape around North East Cambridge. Development at North East Cambridge could be up to an equivalent of 13 residential storeys or 39m inclusive of roof top plant (residential floor to floor height of 3m) within the District Centre and this represents a significant increase from the predominate building heights in the City. However, buildings and groups of buildings will need to create a varied and well-articulated skyline, where taller buildings read as incidents and where each considers its impact on the immediate and wider context.~~

~~Elsewhere across North East Cambridge there may be local opportunities to increase heights of buildings above the prevailing scale of other new buildings where they have a role in wayfinding, defining key open spaces or maximising proximity and accessibility to sustainable transport infrastructure. Proposals for taller buildings will need to demonstrate that they do not harm the amenity of their surroundings, the setting of the City and the wider landscape character.~~

North East Cambridge falls within the Cambridge Airport Safeguarding Zone and therefore where taller buildings are proposed may have implications on the airport's operational requirements. Development proposals over 15m AOD will be required to prepare an Airport Safeguarding Assessment to demonstrate that it will not impact on Cambridge Airport in terms of aircraft and airport operational safety.

~~is based on an assumed floor to floor height for residential use of 3m and overall indicated heights are inclusive of plant and lift overruns. It is expected that ground floors will be 4m floor to floor to accommodate non-residential uses. While the plan shows typical height ranges, lower forms will also be acceptable and it is expected that a design led approach will be taken to achieve a human scale, plot based approach to development.~~

Evidence supporting this policy

- North East Cambridge Landscape Character & Visual Appraisal (2020)
- Innovation District Paper (2019)
- Typologies and Development Capacity Assessment ~~(2020)~~(2021)

Topic Papers and other documents informing this policy

- North East Cambridge Stakeholder Design Workshops 1-6 – event records 2019-2020)

Monitoring indicators

- None

Policy links to the adopted Local Plans

- ~~'Towards an Urban Renaissance' (1999) by The Urban Task Force~~ ~~[LW36]~~
- ~~National Planning Policy Framework (2019)~~~~[LW37]~~
- ~~National Design Guide, Planning practice guidance for beautiful, enduring and successful places, MHCLG (2019)~~~~[LW38]~~

~~**Super density – the sequel (2015) HTA, Levitt Bernstein, PTEa and PRPMonitoring indicators**~~

- ~~Number of awards (shortlisted, finalist, winner) received~~
- ~~Positive recommendations made to Planning Committee~~
- ~~Floorspace approved~~

~~**Policy links to the adopted Local Plans**~~

Cambridge Local Plan

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of major Change
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 40: Development and expansion of business space
- Policy 50: Residential space standards
- Policy 51: Accessible homes
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 59: Designing landscape and the public realm
- Policy 60: Tall buildings and the skyline of Cambridge
- Appendix F: Tall Buildings and the Skyline
- Policy 65: Visual pollution
- Policy 67: Protection of open space
- Policy 68: Open space and recreation provision through new development
- Appendix I: Open Spaces and Recreation Standards
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats
- Policy 71: Trees
- Policy 80: Supporting sustainable access to development

South Cambridgeshire Local Plan

- SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- HQ/1: Design Principles

- NH/2: Protecting and Enhancing Landscape Character
- NH/4: Biodiversity
- NH/5: Sites of Biodiversity or Geological Importance
- NH/6: Green Infrastructure
- NH/8: Mitigating the Impact of Development in and adjoining the Green Belt
- NH/14: Heritage Assets
- H/8: Housing Density
- H/12: Residential Space Standards
- H/18: Working at Home
- SC/1: Allocation for Open Space
- TI/1: Chesterton Rail Station and Interchange
- TI/4: Rail Freight and Interchanges
- TI/6: Cambridge Airport Public Safety Zone
- TI/8: Infrastructure and New Developments
- TI/9: Education Facilities

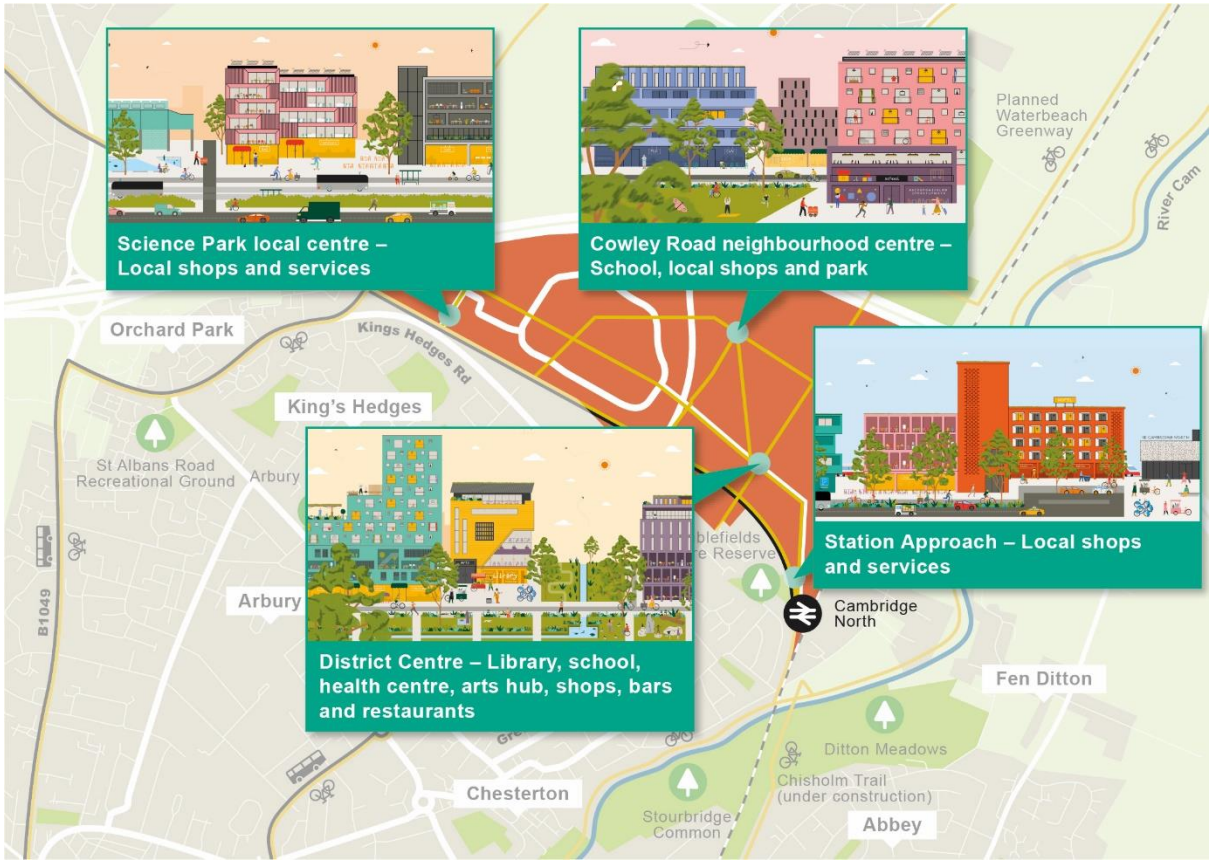
~~**South Cambridgeshire Local Plan**~~

- ~~SS/4: Cambridge Northern Fringe East and Cambridge North railway station~~
- ~~HQ/1: Design Principles~~

~~NH/2: Protecting and Enhancing Landscape Character~~
~~NH/4: Biodiversity~~
~~NH/5: Sites of Biodiversity or Geological Importance~~
~~NH/6: Green Infrastructure~~
~~NH/8: Mitigating the Impact of Development in and adjoining the Green Belt~~
~~NH/14: Heritage Assets~~
~~H/8: Housing Density~~
~~H/12: Residential Space Standards~~
~~H/18: Working at Home~~
~~SC/1: Allocation for Open Space~~
~~TI/1: Chesterton Rail Station and Interchange~~
~~TI/4: Rail Freight and Interchanges~~
~~TI/6: Cambridge Airport Public Safety Zone~~
~~TI/8: Infrastructure and New Developments~~

~~TI/9: Education~~

~~4.55.5~~ North East Cambridge Centres



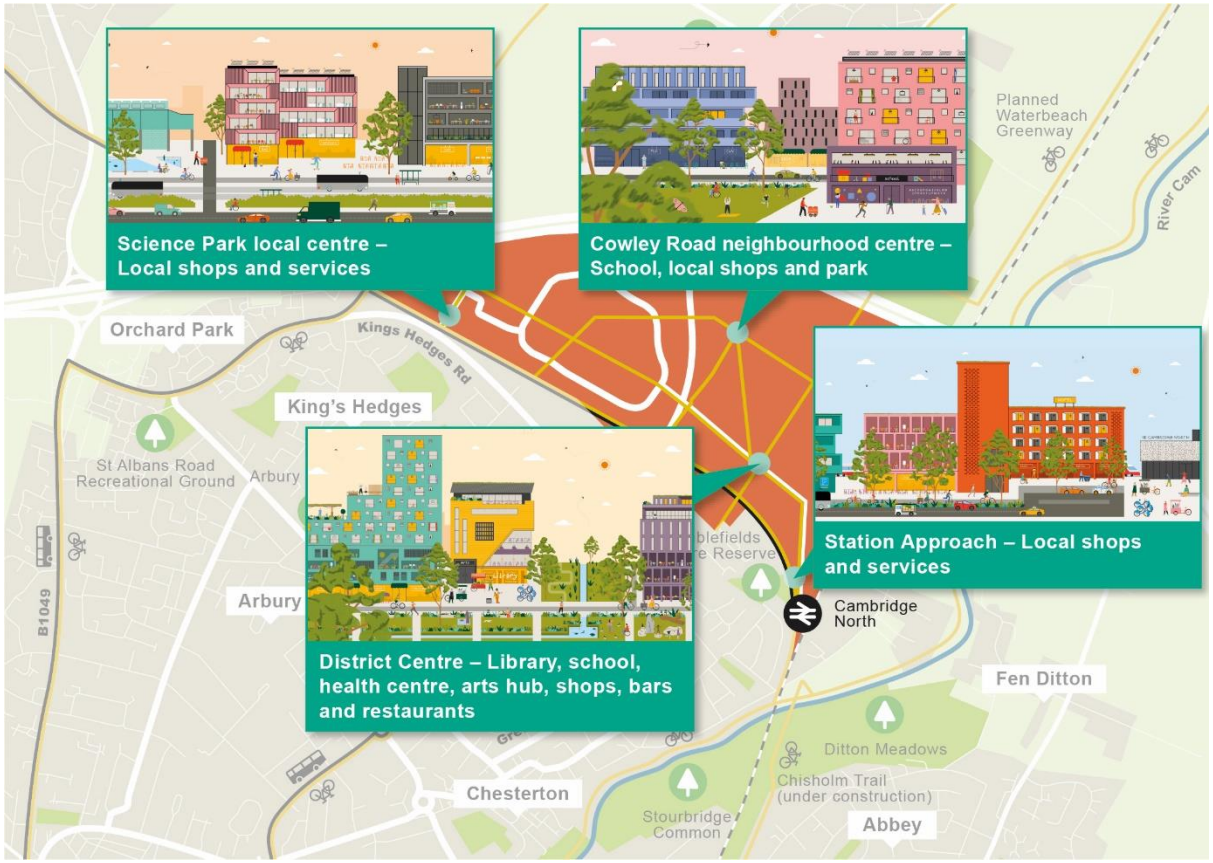


Figure ~~:~~24: Location of new centres in North East Cambridge

~~There are four~~Five new centres for community services, retail, leisure and cultural activity will be created within the North East Cambridge Area Action Plan area: District Centre, Science Park local centre, Station Approach local centre, ~~and~~ Cowley Road ~~neighbourhood~~local centre~~.~~ and Greenway local centre. This section sets out the mix of uses that ~~is~~are envisaged in each centre, and principles for their design. It is also illustrated how this could be achieved in practice to make lively, welcoming and characterful places ~~to visit, work and live~~for people living, working and visiting this new city district.

~~What you told us previously~~

- ~~Broadly the comments received supported the Issues and Options Indicative Concept Plan. In particular, it was noted that there is support for encouraging people to travel by walking and cycling and that roads should be designed on the edges of the site to encourage quicker, easier and more sustainable ways of travelling.~~
- ~~However it was also suggested that the district centre should be located around Cambridge North Station to create a 'destination' location containing retail and other town centre uses. However others suggested that the district centre be located within Cambridge Science Park at the planned Trinity College Hub.~~
- ~~Generally most comments agreed that North East Cambridge should provide a range of supporting facilities, including shops, community facilities and socialising spaces, to create a place where people can enjoy living and working. These non-residential uses should be well integrated to help create vitality and vibrancy to this new city district.~~
- ~~There was also support for some shopping provision in the vicinity of Cambridge Regional College as well as independent retail provision.~~
- ~~You also told us that new services and facilities should be located close to existing residential areas in order for both new and existing residents to benefit.~~

~~How your comments and options have been taken into account~~

- ~~The proposed policies provide further development requirements and design guidance for proposals that sit within the North East Cambridge centres. These policies, in combination with the other policies of the plan, identify how the centres should be designed around people rather than vehicle~~

movements. The District Centre for example is 'access only', meaning that vehicle movements to Cambridge North Station and the Aggregates Railheads, are kept away from this important local hub of services and community facilities whilst ensuring pedestrians and cyclists are prioritised.

- The proposed approach to the location of the District Centre is for it to be located on Cowley Road between **Cambridge North Station** and Milton Road. This would place the centre at the intersection of important pedestrian and cycling routes, including new routes identified on the Area Action Plan Spatial Framework from the existing residential areas in East Chesterton. It is recognised that Cambridge North Station will be an important gateway location into the site and an important local transport hub. Therefore a local centre, referred to as Station Approach, is proposed for this location. The suggestion to locate the District Centre within Cambridge Science Park could undermine the potential for people to use this centre for day to day needs due to the physical separation of this area from the residential led development on the east side of Milton Road.
- The proposed policies within the plan identify that the centres should contain a mix of community, cultural and retail facilities and services to create areas of interest and vibrancy within the Area Action Plan area. Their locations, including the Cambridge Science Park local centre, mark the intersection of key routes for pedestrians and cyclists entering North East Cambridge from the residential communities to both the north and south in order for them to serve the daily needs of those living and working beyond the Area Action Plan boundary.

Policy 10a: North East Cambridge Centres

The centres within North East Cambridge must be designed to create multi-functional, vibrant hubs for activity hubs that buildssupports community development and encourages a diversity of people to interact and dwell. Proposals must be designed to create a safe and active public realmspaces which meetsmeet the needs of all parts of the community.

Development proposals within the identified district centres (see Policy 10b to 10e) will be permitted where they are in accordance with the other policies of the Area Action Plan and address the following criteria.

- A mix of residential and employment (B1)Class E(g)) uses should be provided above ground floor level, in accordance with Policy 12a: Business and Policy 13a: Housing Provision;

- The provision of a range of retail units, varying in size between 50m2 and ~~110m^2~~150m2 gross which will serve the day to day needs of people living and working in this area, in accordance with

- Policy 15: Shops and local services;
- Community and cultural facilities such as community centres, indoor and rooftop sports and leisure, health facilities, libraries and multi-use cultural venues should be provided within the identified centres as part of mixed-use buildings to make efficient use of land.
- Development should create a well-designed, high quality and inclusive public realm, providing spaces for movement, interaction, circulation, seating and biodiversity to enable public life to thrive. Streets and spaces should be designed to be multi-user, multi-generational, flexible, adaptable and climate change resilient.
- The storage of waste and recyclable materials, bicycles and utilities infrastructure for residential and commercial uses should be integrated into the design of ~~the building~~buildings to avoid having a negative effect on the public realm.
- Proportionate on-site measures to support the creation, protection, enhancement and management of local biodiversity and Green Infrastructure and to bring people closer to nature;
- Due to the built-up nature of the centres, surface water flooding should be mitigated in the design of the development and public realm;
- Servicing should be accommodated 'on street'.





Figure 25: Illustration of the design vision for the District Centre

Policy 10b: District Centre

A new District Centre should be provided in accordance with the Spatial Framework to provide the following:

Current / previous land use

- Safeguarded Waste Transfer Station
- Golf Driving Range
- Former Park and Ride facility
- Office buildings

Acceptable land uses

- Residential (see Policy 13a)
- Employment (see Policy 12a)
- Town Centre uses (see Policy 15)
- Community and cultural including primary school and Sport and Leisure (see Policy 14)
- Health facilities (see Policy 14)

Indicative Development Capacity

~~Current/previous land use~~	~~Veolia Waste Transfer Station~~ ~~Golf Driving Range~~ ~~Former Park and Ride facility~~ ~~Office buildings~~
~~Acceptable land uses~~	~~Residential (see Policy 13a)~~ ~~Employment (B1a) (see policy 12a)~~ ~~Town Centre uses (see Policy 15)~~ ~~Community and cultural including primary school (see Policy 14)~~ ~~Health facilities (see Policy 14)~~

~~Indicative Development Capacity~~			
Residential units (Class C2 and C3)	**Employment (Class E(g)**	**Retail (Class E(a) and Class E(b)**	**Community and Cultural Uses (Class E(d), Class E(e) and Class E(f), F1, F2)**
c. ~~250~~800 units	c. 20,000m^2	~~5,000m^2~~7,800m^2	~~5,700m^2~~7,100m^2 (plus primary school)

~~Ownership~~	~~North – Cambridge City Council~~ ~~South – The Crown Estate~~

~~Phasing~~		
~~2025-2030~~	~~2030-2035~~	~~2035-2040~~
~~X~~[LH39]	~~x~~	~~x~~

Ownership

- North – Cambridge City Council
- South – The Crown Estate

Phasing

2025-2030	2030-2035	2035-2040	Beyond Plan period
-	x	x	x

Development Requirements

Key enabling moves required to facilitate development include:

- The relocation of the ~~Veolia~~ Waste Transfer Station ~~off-site~~, in accordance with Policy 26 and the Cambridgeshire and Peterborough Minerals and Waste ~~Core Strategy and Proposals Map (and future successor document: Minerals and Waste~~ Local Plan~~);~~ and Policies Map, for developments which contain sensitive uses; and
- The ~~off-site relocation~~ closure of the Golf Driving range~~.~~, and its relocation if required in accordance with paragraph 99 of the NPPF (2021).

Appropriate uses

- A mix of retail, community, indoor and rooftop sports and leisure, health, cultural and education provision to support the day to day needs of people living and working within and adjacent to North East Cambridge;
- Employment ~~(B1)~~ and residential development above ground floor level;
- Open space and amenity provision as part of the First Public Drain ~~and~~, District Square and Linear Park.

Design requirements

- Development should improve the arrival experience to the District Centre from the surrounding areas;
- ~~Development within Cambridge Business Park that falls within this centre will be required~~Due to ~~form the southern half of~~ the District Centre~~.~~ falling within multiple ownerships, proposals will be required to reflect the grain, scale and

form of development on ~~the northern side~~both sides to create a coherent and legible ~~District Centre~~place;

- The First Public Drain is a key asset that should be protected and enhanced as a biodiversity corridor and safe amenity space which is integrated into the District Centre. An Arboricultural Survey and Biodiversity Action Plan will be needed to demonstrate how enhancements to this corridor will protect the most valuable trees, habitats and other natural assets while also delivering a biodiversity net gain in accordance with Policy 5: Biodiversity Net Gain;

- The public realm within the District Centre should provide spaces which are available for everyone to enjoy all year round, during the day and evening and that are safe. These spaces should invite people to spend time there to help foster social interaction and a vibrant community;

- A new District Square should be created at the intersection of the District Centre, diagonal link and Linear Park. The design of the District Square should have regard to Policy 7: Legible Streets and Space, and:

  a) Be of a size and layout appropriate to accommodate public gatherings, informal and formal uses and larger one-off events.

  ~~a)~~b) Support use by a range of creative local businesses ~~in creating a sense of place in the District Square~~ through the provision of flexible space for market stalls to operate;

  ~~a) Provide opportunity for local businesses to trade, on a weekly basis. In addition, farmers markets and seasonal markets may operate throughout the year alongside other events and everyday life activities in this space;~~

  ~~b) Promote a large public, high quality and lively gathering place which is mixed-use, for local residents and employees to use; while creating a distinctive sense of place, optimising the use of public space;~~

  c) ~~Provide~~Is activated by a mix of surrounding uses to create a distinctive and vibrant urban space throughout the day;

  ~~b)~~d) Comprehensively address management issues at the design stage such as providing appropriate space for market and other event storage within adjacent public buildings or facilities;

  ~~c)~~e) Provide the necessary infrastructure to support a range of activities including electricity for pitches and designated loading and unloading spaces~~.~~; and

  ~~d)~~f) Be designed to complement rather than conflict with the neighbouring uses in terms of quality of life / amenity issues such as noise, odour and servicing.

~~The public realm within the District Centre should provide spaces which are available for everyone to enjoy all year round, during the day and evening and that are safe. These spaces should invite people to spend time there to help foster social interaction.~~





Figure ~~:~~26: Illustration of the design vision for the Science Park Local Centre

Policy 10c: Science Park Local Centre

A new Local Centre should be provided in accordance with the Spatial Framework to include the following:

Current / previous land use

- Vacant land – extant planning permission for office building

Acceptable land uses

- Residential (see Policy 13a)
- Employment (see Policy 12a)
- Town Centre uses including retail (see Policy 15)

- Community and cultural (see Policy 14)
- Delivery and consolidation Hub (see Policy 12b and Policy 20)
- Car Barn (see Policy 22)

Indicative Development Capacity

Residential units (Class C2 and C3)	Employment (Class E(g))	Retail (Class E(a) and Class E(b)	Community and Cultural Uses (Class E(d), Class E(e) and Class E(f), F1, F2)
0	c. 3,500m^2 Delivery and consolidation Hub: 1,150m2 (Class B8)	1,200m^2	150m^2

Ownership

Trinity College

~~Current/previous land use~~	~~Vacant land – extant planning permission for B1 building~~
~~Acceptable land uses~~	~~Residential (see Policy 13a)~~ ~~Employment (B1) (see Policy 12a)~~ ~~Town Centre uses including retail (see Policy 15)~~ ~~Community and cultural (see Policy 14)~~ ~~Logistics Hub (see Policy 12b)~~ ~~Car Barn (see Policy 22)~~

~~Indicative Development Capacity~~

~~Net residential units~~	~~Employment~~	~~Retail~~	~~Community and Cultural Uses~~
	~~Employment space: c. 4,800m^2~~	~~1,000m^2~~	~~100m^2~~

	~~Logistics Hub: 1,150m^2~~		
~~Ownership~~	~~Trinity College~~		
~~Phasing~~			
~~2025-2030~~	~~2030-2035~~	~~2035-2040~~	
	~~X[LH40]~~		

-

Phasing

2025-2030	2030-2035	2035-2040	Beyond Plan period
-	-	X	-

Development Requirements

Appropriate uses

- Retail and community floorspace appropriate to the role and size of the Local Centre with residential and/or employment ~~(B1)~~ floorspace above ground floor level;
- A ~~small logistics~~delivery and consolidation hub to be located within the Local Centre to consolidate last mile deliveries~~. Last mile deliveries should be by sustainable modes, including zero-carbon means~~ in accordance with Policy 20.

Design requirements

- Development should improve the arrival experience to the Local Centre and Cambridge Science Park from Cambridge Regional College, the Cambridgeshire Guided Busway and the surrounding areas;

- ~~A~~Provide an open space of high ~~quality~~ amenity and biodiversity ~~public open space should be provided~~ quality to the east of the Local Centre ~~to enhance the entrance to Cambridge Science Park in this location~~which is available for public use;
- ~~An enhanced~~New public ~~space~~spaces should be ~~formed~~designed to encourage street activity and opportunities for people to dwell within ~~an inviting public realm~~the Local Centre;
- Development should address King's Hedges Road/Cambridgeshire Guided Busway through active frontages where possible and by bringing the building line forward to create a strong urban character;
- ~~There is an opportunity to~~ Enhance the junction with the Cambridgeshire Guided Busway and ~~Kings~~King's Hedges Road through significant public realm improvements including tree planting and pedestrian and cycling crossings~~. This~~ whilst minimising opportunities for people to visit the Local Centre by private vehicle to ensure consistency with the NEC AAP Trip Budget and to create a safe and comfortable environment for pedestrians and cyclists Proposals should be designed to encourage the through movement of people from the Guided Busway bus stop to Cambridge Regional College. These improvements would need to be carried out in partnership between the Greater Cambridge Partnership, Cambridgeshire County Council, Cambridge Science Park and Cambridge Regional College. ~~Proposals should be designed to encourage the through movement of people from the Guided Busway bus stop to Cambridge Regional College.~~

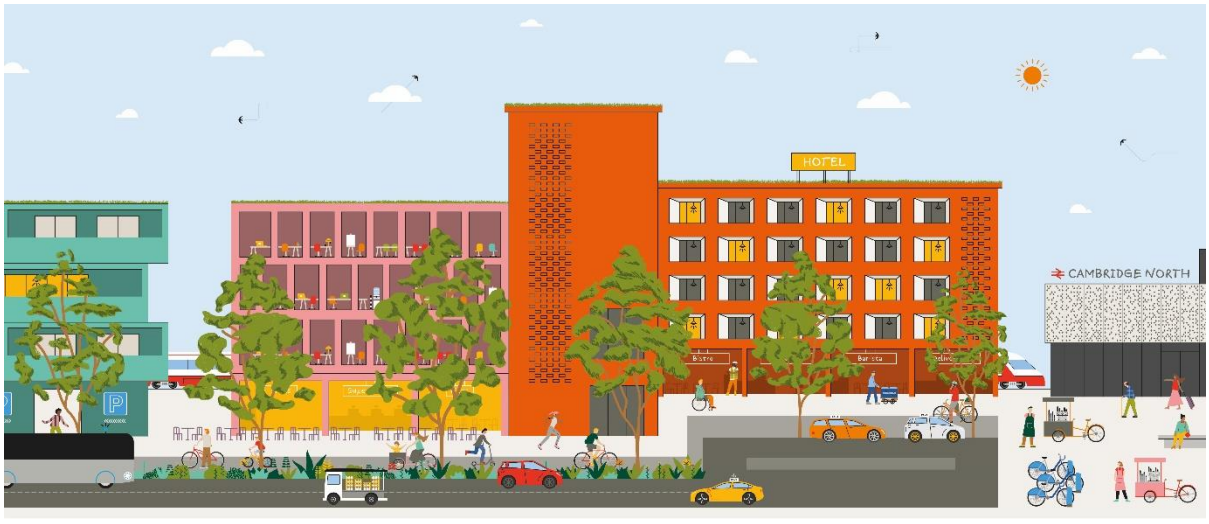


Figure ~~:~~27: Illustration of the design vision for Station Approach local centre

Policy 10d: Station Approach

A new Local Centre should be provided in accordance with the Spatial Framework to include the following:

Current/previous land use

- Railway car park
- Former railway sidings
- Vacant land

Acceptable land uses

- Residential (see Policy 13a)
- Employment (see Policy 12a)
- Town Centre uses including retail (see Policy 15)
- Community and Cultural Uses (see Policy 14)
- Car Barn (see Policy 22)

Indicative Development Capacity

~~Current/previous land use~~	~~Railway car park~~ ~~Former railway sidings~~ ~~Vacant land~~

~~Acceptable land uses~~	~~Residential (see Policy 13a)~~ ~~Employment (B1a) (see Policy 12a)~~ ~~Town Centre uses including retail (see Policy 15)~~ ~~Community and Cultural Uses (see Policy 14)~~		
~~Indicative Development Capacity~~			
~~Net~~ Residential units (Class C2 and C3)	Employment (Class E(g))	Retail (Class E(a) and Class E(b)	Community and Cultural Uses (Class E(d), Class E(e) and Class E(f), F1, F2)
c. 500 units	c. ~~15~~12,000m2	1,~~000m²~~200m2	150m2~~100m²~~
~~Ownership~~	~~Chesterton Partnership (Formed of Network Rail / DB Schenker / Brookgate)~~		
~~Phasing~~			
~~2025-2030~~	~~2030-2035~~	~~2035-2040~~	
~~X~~	~~X~~[LH41]		

Ownership

Chesterton Partnership (Formed of Network Rail / DB Cargo / Brookgate)

Phasing

2025-2030	2030-2035	2035-2040	Beyond Plan period
X	X	-	-

Development Requirements

- Appropriate uses

- Retail and community floorspace appropriate to the role and size of the Local Centre with employment ~~(B1)~~ floorspace and residential above ground floor level.
- Car barn to consolidate existing Cambridge North Station car parking.

Design Requirements

- The existing station car park should be re-provided in a more efficient multi-storey car barn as part of a mixed-use ~~higher density~~ development proposal;
- Development should improve the arrival experience from Cambridge North Station~~;~~ including from the adjacent residential community of North Chesterton;
- Development should mitigate adverse impacts on residential amenity and public open spaces from the adjacent railway line, station, Cambridgeshire Guided Busway and any future ~~CAM portal~~transport interchange;
- This area contains land with potential high biodiversity value, therefore a detailed ecological assessment should be undertaken to identify the biodiversity value present and recommend a strategy for minimising loss and maximising biodiversity gain (see Policy 5: Biodiversity and Net Gain) ~~Key routes and connections;~~
- Safeguard land to accommodate ~~the CAM (Cambridge Autonomous Metro) (including interim construction site)~~a transport interchange adjacent to Cambridge North Station to facilitate a ~~transport hub~~seamless transfer between sustainable modes and allow for bus standing (in accordance with ~~);~~Policy 19: Safeguarding for Public Transport);

- ~~Development proposals should consider taking the First Public Drain overflow out of its culvert which extends into 'the Knuckle' and flows through to Chesterton Fen;~~
- Station Approach should provide attractive, safe and generous pedestrian and cycling provision linking the Waterbeach Greenway and the Chisholm Trail;

- ~~A new public open space (Station Place) along Station Approach~~The Local Centre should ~~be provided~~provide legible and adequate linkages to ~~create an informal~~adjacent areas of open space ~~which offers;~~
- The public realm should offer opportunities for people to dwell and interact; and
- Due to wider landscape, heritage and townscape sensitivities, major development in this location should be informed by a Landscape Visual Impact Assessment, Heritage Impact Assessment and a Townscape Assessment/Appraisal.





Figure ~~:~~28: Illustration of the design vision for Cowley Road ~~neighbourhood~~local centre



Figure 28b: Illustration of the design vision for Greenway local centre

Policy 10e: Cowley Road ~~Neighbourhood~~and Greenway Local Centres

A new Local Centre should be provided in accordance with the Spatial Framework to include the following:

Current/previous land use

- St Johns Innovation Park (Offices/R&D)
- Anglian Water Waste Water Treatment Plant

Acceptable land uses

- Residential (see Policy 13a)
- Employment (see Policy 12a)
- Town Centre uses including retail (see Policy 15)
- Primary Schools (see Policy 14)

Indicative Development Capacity

~~Current/previous land use~~	~~St Johns Innovation Park (Offices/R&D)~~ ~~Anglian Water Waste Water Treatment Plant~~

~~Acceptable land uses~~	~~Residential (see Policy 13a)~~ ~~Employment (B1a) (see Policy 12a)~~ ~~Town Centre uses including retail (see Policy 15)~~ ~~School campus to include:~~ • ~~Primary~~ • ~~Secondary (if required) (see Policy 14)~~

~~Indicative Development Capacity~~

~~Net~~ Residential units (Class C2 and C3)	Employment (Class E(g))	Retail (Class E(a) and Class E(b)	Community and Cultural Use (Class E(d), Class E(e) and Class E(f), F1, F2)
Cowley Road Local Centre: c. ~~100~~300 units	c. ~~37~~,000m2	~~300m²~~1,200m2	500m2 (plus primary school) ~~Secondary school (if required)~~
~~Ownership~~Greenway Local Centre: c. 400 units	0m2~~West of Cowley Road: St Johns College~~ ~~East of Cowley Road: Anglian Water~~	1,200m2	500m2 (plus safeguarded site for a primary school)

~~Phasing~~

~~2025-2030~~	~~2030-2035~~	~~2035-2040~~
	~~x~~	~~x~~[LH42]

Ownership

West of Cowley Road: St Johns College

East of Cowley Road: Anglian Water

Phasing

2025-2030	2030-2035	2035-2040	Beyond Plan period
-	x	x	x

Development Requirements

Appropriate uses:

- A Primary School at Cowley Road Local Centre and ~~secondary school~~land safeguarded for a Primary School at Greenway Local Centre (if required) ~~campus~~ to form the anchor of the ~~neighbourhood centre; mix~~two Local Centres as part of ~~residential~~mixed use and ~~employment (B1) should be provided~~ integrated developments;
- Retail and community floorspace appropriate to the role and size of the Local Centres with residential above ground floor level~~, in accordance with Policy 13a and Policy 12a;~~ as well as commercial floorspace above Cowley Road Local Centre;

~~The school campus should be integrated within the neighbourhood centre.~~

Overarching design requirements

- Development ~~should~~will be required to mitigate adverse impacts on residential amenity, education facilities and public open spaces from ~~the A14~~sources of environmental pollution including the A14, railway line and Milton Road;
- To allow for easy movement through the centres, circulation space should be provided outside of the schools;
- Opportunities for schools to be delivered as part of mixed-use buildings/developments should be explored.

Design requirements: Cowley Road Local Centre

- The Cowley Road Hedgerow, a City Wildlife Site, should be protected and enhanced as part of development and public realm proposals;
- ~~A new open space (Cowley Triangle) and square~~Enhanced public realm should be created at the intersection of the Cowley Road ~~neighbourhood centre,~~Local Centre, the diagonal link and new connection to Cambridge Science Park ~~which can form the basis for informal open space and public events, providing opportunities for people to dwell and interact;~~;
- Development should address the ~~street~~public realm and open spaces along Cowley Road ~~through active frontages where possible~~ and by moving the building line closer to the street to introduce a new urban character~~;~~.

~~To allow for easy movement through the centre, circulation space should be provided outside of the school campus;~~

Design requirements: Greenway Local Centre

- Greenway Local Centre should have an active and positive outlook onto the adjacent Strategic Open Space, which should form an integral part of the character and design of the Local Centre.
- ~~Opportunities for schools to be delivered as part of mixed-use buildings/developments should be explored.~~

Why we are doing this

Relevant objectives: 1, 2, 3, 4, 5

There are a number of overarching principles which will apply to all development proposals within each of the proposed North East Cambridge ~~centre~~centres, as well as bespoke requirements and design guidance applicable to specific centres across the new city district. These policies set out how these new centres will create vibrant, multi-functional, community spaces for new and existing residents, workers, visitors and students.

The centres should be thought of as more than just transport or movement corridors. They should be considered and planned as the foundation for public life, public health, for social and cultural exchange and for the promotion of sustainable and liveable ~~lifestyle~~lifestyles. A multi-user and multi-generational approach to their

design, programme and management will create the conditions for public life to thrive throughout the day and evening. This should include opportunities to dwell, meet family and friends, play, and exercise.

District Centre

The North East Cambridge District Centre will be the focus of this new city district. It will provide a mix of land uses that will support the day to day needs of the people living, working and visiting North East Cambridge and the adjacent neighbourhoods. The District Centre will contain residential units in the form of apartments ~~and employment~~, some of which should sit above business floorspace. Ground floors will be activated through retail, business, community, health and cultural uses.

The District Centre will also prioritise pedestrians and cyclists, with limited and well managed servicing and delivery vehicle access. Located between the primary access route towards Cambridge North railway station and the Cambridgeshire Guided Busway the district centre will be easily accessible by public transport.

The District Centre will be the key link between Cambridge North Station and Cambridge Science Park in terms of land use and activity. It will provide a significant amount of retail floorspace comprising of a mixture of ‘town centre uses’ including comparison and convenience shopping as well as food and beverage. The retail offer in the District Centre will encourage independent retailers as much as possible, although high street chains could be accommodated within smaller units as typically found on local high streets. Larger retail stores, including supermarkets, will not be supported to reflect the finer grain urban character established in the AAP as well as to ensure a mixed and diverse retail offer as set out in Policy 15: Shops and Local Services.

The area will also be the community, health and cultural hub for the area, the location for much of the community spaces, venues and events space. Outdoor community events should be primarily located within the new District Square which lies at the intersection between key local and strategic pedestrian and cycle routes. This new District Square will also be anchored by a new primary school and community and cultural uses.

The First Public Drain is a key biodiversity asset of the site and will need to be ~~well~~enhanced and integrated ~~with~~within the new District Centre. Development either side of the watercourse should ~~capitalize on this unique asset for both~~identify opportunities to enhance the First Public Drain's natural features and biodiversity ~~enhancement as well as integration within the street as part~~assets, help to foster a unique sense of ~~a new attractive public realm.~~place, and maximise the amenity benefits of the watercourse for users and occupiers of adjacent buildings. Policy 23: Comprehensive and Coordinated Development sets out how this is expected to be delivered between different landowners.

The District Centre will be the heart of this new community and the streets and public spaces should be designed around the needs of all, from the young to the old, residents, workers and visitors. Buildings should have a positive relationship with the street and open spaces to create a place where public life can thrive. Servicing areas and building equipment will need to be carefully designed in and managed from an early stage to minimise any inactive building frontages.

Beyond the District Centre, a new pedestrian and cycling bridge will connect over Milton Road to Cambridge Science Park. There will need to be a strong visual relationship between the district centre and the new bridge to create a seamless link that is well used by people and helps bring the two sides of Milton Road together as part of this new city district. The structure will be an integral part of the site's identity and it is therefore important that the bridge is of high architectural quality. The Council will support an innovative, site specific and bespoke design.

Taking inspiration from Cambridge's Market Square, the District Square should be the centre point of the District Centre. It will need to be designed and managed to accommodate a variety of functions and events to take place on a regular basis, from informal community events to public markets. The design of the square will therefore need to consider utility provision, service arrangements as well as the necessary amenities to support a well-functioning, active and multiuser space.

Due to the existing operational requirements and impact on future uses, the Waste Transfer Station will be required to relocate in order to facilitate development of the District Centre. This would need to be in accordance with Policy 26: Aggregates and waste sites. The existing Golf Driving Range will also be required close to bring

forward the District Centre and this process would need to be in accordance with paragraph 99 of the NPPF (2021).

Science Park Local Centre

The Cambridge Science Park Local Centre is positioned at the southwestern corner of Cambridge Science Park and is adjacent to Cambridge Regional College and King's Hedges Road. The site has good existing accessibility to the Cambridgeshire Guided Busway and by foot and cycle to the adjacent residential areas of Kings Hedges, Arbury and Orchard Park.

Development in this location should address King's Hedges Road to create a welcoming entrance into Cambridge Science Park. The provision of community and cultural space and retail units delivered as part of an employment led mixed-use development will also serve local residents, employees and students in this area.

To further enhance this entrance into Cambridge Science Park, there is an opportunity to create a new public open space to the east of the local centre which can form part of both the local amenity offer in this part of Cambridge Science Park but also connect into the wider green network. This space should be accessible and welcoming to all and encourage social interaction. This open space will also assist in this local centre achieving biodiversity and water management requirements.

The creation of this new centre provides the opportunity to enhance the existing junction of Cambridge Regional College and King's Hedges Road which will further improve the areas accessibility by foot and cycle from the surrounding residential areas. It will be important that the redesign of this junction promotes sustainable travel options through improvements to walking and cycling crossings, public realm and bus stop facilities. On-street car parking should be avoided to minimise any potential impacts on the NEC AAP Trip Budget and antisocial opportunistic car parking should be designed out as much as possible.

A small ~~logistics hub~~delivery and consolidation hub (see Policy 20: Last Mile Deliveries) has been identified for this site to facilitate last mile deliveries for Cambridge Regional College and Cambridge Science Park and potentially some of the wider North East Cambridge area.

~~This facility would allow for deliveries to be consolidated close to the main road network before they are delivered to individual buildings by sustainable transport modes, preferably by zero-carbon means.~~

Station Approach

Station Approach will be a key transition place between Cambridge North Station and the District Centre. It will therefore be crucial that development is planned in a comprehensive manner to ensure that key issues such as land uses, active frontages and street activity are addressed whilst delivering well designed streets, spaces, and wayfinding to create a place that is easy to ~~find your way around.~~navigate.

This area is identified for mixed-use development, primarily comprising of business space and apartments brought forward alongside ~~a small amount of~~ ground floor retail provision and some community and cultural uses. Development in this area will need to respond to the constraints of the nearby railway ~~and~~, station and transport interchange in order to protect residential amenity.

Redevelopment of the long-stay Cambridge North station surface car park will need to ensure that this car parking is re-provided as part of a mixed-use development ~~in order~~ to maximise the efficient use of land. ~~The exact amount of~~ There should not be an uplift in car parking provision to ~~be re-provided for~~serve the station and the exact amount of re-provision will need to consider ~~its good current~~, future improvements to accessibility, by walking, cycling and public transport, ~~the improvements to accessibility,~~ as well as the wider constraints on highway capacity. The current primary access route along the east-west section of Cowley Road to Cambridge North Station will be realigned further north as to avoid HGV, bus and other vehicle movements through the District Centre (see Chapter 5 and Area Action Plan Spatial Framework).

The area around the bend in Cowley Road, known as ‘The Knuckle’, is a key point along the district spine and development in this location should be of exceptional design quality which aids legibility along this key route. Nevertheless, the Landscape Character Visual Impact Appraisal, Heritage Impact Assessment and Townscape

Strategy notes that development in this area will be highly visible from the sensitive wider Fen landscape and from the River Cam, as set out in Policy 9~~.~~, and therefore a landmark building in this location should comply with Figure 10 and Figure 21.

Cowley Road ~~Neighbourhood Centre~~and Greenway Local Centres

~~Cowley Road Neighbourhood Centre is~~The two Local Centres are positioned on the intersection of a number of key pedestrian and cycling routes within the North East Cambridge area. ~~This includes the new underpass under Milton Road between Cambridge Science Park and St John's Innovation Park as well as the main pedestrian and cycle route between North Cambridge railway station and, via the Jane Coston Bridge,~~Both centres are to ~~Milton. This Neighbourhood Centre is~~be anchored by ~~a~~ new primary ~~and secondary~~ school ~~campus, (subject to the secondary school being required in accordance with~~provision Policy 14: Social, community and cultural infrastructure~~), and supported by~~ , as well as a number of small retail units and community/cultural facilities that will serve the day to day needs of people living and working locally. ~~It~~The Cowley Road Local Centre would also contain some commercial ~~(B1)~~ floorspace that would front Cowley Road and compliment the adjacent St Johns Innovation Park.

The Cowley Road ~~Neighbourhood~~Local Centre also extends into St John's Innovation Park, where a small amount of ancillary retail space would extend the local centre over Cowley Road and form part of the new underpass link to Cambridge Science Park.

Evidence supporting this policy

~~The Cowley Triangle green space provides an opportunity to encourage social interaction between those living, working and studying in area. The space should be well designed and welcoming to all and include opportunities to dwell, socialise and relax.~~

~~**Evidence supporting this policy**~~

- North East Cambridge Landscape Character ~~&~~and Visual Impact Appraisal (2020)

- ~~Spatial Framework~~Innovation District Paper (2019)
- North East Cambridge Ecology Study (2020)
- Typologies and Development Capacity Assessment ~~(2020)~~(2021)

Topic Papers and other documents informing this policy

- Community Safety Topic Paper (2021)
- Anti-Poverty and Inequality Topic Paper (2021)
- North East Cambridge Stakeholder Design Workshops 1-6 – event records 2019-2020)

Monitoring indicators

- ~~National Design Guide, Planning practice guidance for beautiful, enduring and successful places, MHCLG (2019)~~[LW43]
- ~~Super density – the sequel (2015) HTA, Levitt Bernstein, PTEa and PRP~~
- ~~North East Cambridge Ecology Study~~[LW44]
- ~~Community Safety Topic Paper (2020)~~

~~**Anti-Poverty and Inequalities Topic Paper (2020)Monitoring indicators**~~

- ~~Employment floorspace consented and delivered per centre~~
- ~~Residential units consented and delivered per centre~~
- ~~Retail floorspace consented and delivered per centre~~
- ~~Community and cultural floorspace consented and delivered per centre~~
- Development in line with spatial framework

Policy links to adopted Local Plans

Cambridge Local Plan 2018

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of major Change
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 40: Development and expansion of business space
- Policy 55: Responding to context
- Policy 56: Creating successful places

- Policy 57: Designing new buildings
- Policy 59: Designing landscape and the public realm
- Policy 60: Tall buildings and the skyline of Cambridge
- Appendix F: Tall Buildings and the Skyline
- Policy 65: Visual pollution
- Policy 67: Protection of open space
- Policy 68: Open space and recreation provision through new development
- Appendix I: Open Spaces and Recreation Standards
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats
- Policy 71: Trees
- Policy 80: Supporting sustainable access to development

South Cambridgeshire Local Plan

- SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- HQ/1: Design Principles
- NH/2: Protecting and Enhancing Landscape Character
- NH/4: Biodiversity
- NH/5: Sites of Biodiversity or Geological Importance
- NH/6: Green Infrastructure
- H/8: Housing Density
- SC/1: Allocation for Open Space
- TI/1: Chesterton Rail Station and Interchange
- TI/4: Rail Freight and Interchanges
- TI/6: Cambridge Airport Public Safety Zone
- TI/8: Infrastructure and New Developments
- TI/9: Education Facilities

~~4.6~~5.6 Housing design standards

New homes should be great places to live which meet the changing needs of their residents over time. Good internal spaces, and private outdoor spaces, are fundamental for wellbeing and health, and help to ensure that development creates

liveable places that help ~~to~~ foster stable, neighbourly communities. This policy sets out the space standards that we require both ~~internal and external~~internally and externally and layout considerations, to create high quality, higher density housing in North East Cambridge.

~~**What you told us previously**~~

~~**There was overall support for the creation of a higher density mixed use**~~**Policy 11: Housing design standards**

- ~~All~~ residential ~~led~~ development proposals, including those for Built to ~~the east side of Milton Road~~Rent and ~~the benefits of providing homes and employment near to each~~ other ~~supported by good sustainable transport options.~~
- ~~However, there were concerns raised about very high-density development, including the quality and size of housing that would be provided and the impact taller buildings would have on microclimate.~~

~~**How your comments have been taken into account**~~

- ~~Concerns about the quality of the kind of place created at North East Cambridge in terms of amenity and microclimate are addressed through the 'Technical housing standards – nationally described space standard (March 2015)' requirement in the policy. The requirements set in the standards help provide~~ forms of residential accommodation ~~that meets the needs of future residents in terms of internal spaces standards.~~
- ~~To provide a~~, are required ~~standard for private and shared communal amenity space a series of minimum space standards are identified. Good design goes beyond achieving minimum 'space standards' and the other policies in the Area Action Plan clearly set out expectations with regards to design quality at North East Cambridge. Evidence work through the North East Cambridge Typologies Study, has compiled examples of innovative buildings and developments that deliver higher densities whilst also creating great places in which to live and work.~~

~~**Policy 11: Housing design standards**~~

~~Proposals will be designed to:~~

~~Provide new residential units whose gross internal floor areas and private amenity spaces that are usable and~~ to meet ~~the residential space standards set out in the Government's Technical Housing Standards – nationally described space standard (March 2015),~~ as a minimum, the Government's Technical Housing Standards (March 2015) (or any future equivalent) as ~~a minimum. It will be expected that new residential units at North East Cambridge will exceed these standards.~~well as:

a) Ensure that a minimum of ~~5 m^2~~5m2 of usable private outdoor space is provided for a 1-2 person (bedspace) dwelling and an extra ~~1 m^2~~1m2 is provided for each additional person (bedspace). This can be provided as private amenity spaces in the form of balconies, terraces, roof terraces, gardens or ~~shared private communal outdoor space, which can be rooftop or podium garden space~~winter gardens (having regard to Policy 7: Creating high quality streets, spaces ~~in relation to landscaping and trees). The~~and landscape). A minimum usable depth ~~and~~of 1500mm and minimum usable width of 3000mm must be provided for all balconies and other private external spaces ~~must be 1500mm~~ to ensure adequate circulation space. Private outdoor space must ~~have adequate~~ be designed to provide good outlook, orientation and privacy, receive good sunlight, and be of practical shape and utility~~.~~;
b) ~~Achieve a satisfactory~~The layout and siting achieves a good relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or outlook~~.~~;
c) ~~Residential development should~~ Maximise the provision of dual aspect dwellings and avoid the provision of single aspect north facing dwellings ~~as much reasonably possible.~~or those that have a poor outlook, or experience high levels of noise pollution or would be at high risk of overheating due to orientation;
d) ~~Residential development should~~ In flatted developments, ensure the arrangement of rooms secures the separation of bedrooms and other habitable rooms between homes within the building and between neighbouring uses, having regard to the adequacy of any measures to prevent noise transference;

d)e) Ensure that all habitable rooms receive good natural daylight and sunlight. All homes should provide for direct sunlight to enter at least one habitable room for part of the day and living areas and kitchen/dining spaces should preferably receive direct sunlight. Communal areas within flatted developments should also receivebe configured to maximise the amount of natural daylight and ventilation as much as possible.they receive;

e)f)905% of all new build housinghomes should meet Building Regulation requirement M4(2) 'Accessible and Adaptable Dwellings', with the remaining 10% meeting Building Regulation requirement M4(3) 'Wheelchair User Dwellings', (i.e. will be designed to be either wheelchair accessible, at the point of completion or easily adaptable forto meet the needs of residents who are wheelchair users'users), and all remaining homes should meet Building Regulation requirement M4(2) 'Accessible and Adaptable Dwellings'.

Why are we doing this

Relevant objectives: 3, 4

Along with the other policies of the Area Action Plan that establish an expectation for high quality design, the density of the residential development will need to be carefully managedwithin North East Cambridge is expected to achieve a satisfactory standard of accommodation (having regard to ensurecirculation, storage spaces, room size and shape), high levels of amenity and that functional , and contribute positively to their surroundings. Potential issues with respect to conflicts between units within the same block or adjacent dwellings should be well thought through and resolved at the design elements are well resolved. Due to stage through the higher density natureappropriate consideration of development at North East Cambridge, achieving good quality development needs to be carefully managed to achieve the best possible outcomessiting, layout, internal configuration, and other forms of mitigation where necessary. Environmental factors that affect usability of buildings and spaces such as daylight, sunlight and shade, noise, odour and other types of pollution need to be assessed as part of a 'design led' approach. as set out in Policy 25: Environmental Protection. Amenity, privacy and other development factors will also need to be considered and mitigated to avoid significant harmful effects on residents. Well-designed private and communal amenity spaces in the form of

balconies, terraces and winter gardens along with more conventional gardens will allow people access to outside space~~.~~ as well as offer opportunities for food growing.

Ensuring that new homes are well lit through natural daylight and sunlight is an important design requirement. The amount of daylight and sunlight received has a significant effect on the general amenity of dwellings, the mental health of occupants, the appearance and enjoyment of private and communal open spaces, and the energy efficiency of all buildings and therefore proposals should ~~therefore~~ seek to maximise the amount of daylight and sunlight entering into a habitable room. Well-designed buildings should also allow for internal communal areas to be naturally lit and ventilated. When designing for well-lit new homes, careful consideration should be given to adjacent balconies which can significantly reduce light entering windows below them.

~~The policy requires 90% of new homes to be wheelchair~~ Population projections for Greater Cambridge anticipate that there will be a significant increase in the over 65s with mobility problems by 2040. It is therefore important that all new homes are designed to be accessible and adaptable ~~, in line with Building Regulation requirement M4(2) whilst the remaining 10% being built to accommodate wheelchair uses in accordance with Building Regulation requirement M4(3). This is~~ to ensure that ~~all new housing within North East Cambridge is~~ they are future-proofed ~~as the~~ and can accommodate changes in residents personal circumstances ~~of residents change~~ over time. This allows for people to stay within their homes for longer ~~and~~, which helps create a socially diverse ~~and~~, inclusive and stable community~~. This~~, and also reduces demand for purpose-built specialist accommodation.

~~**Evidence supporting this policy**~~

There is also a need for homes suitable for wheelchair users in Greater Cambridge, and this means that some dwellings at North East Cambridge should be specifically designed to meet the needs of wheelchair users. The Building Regulations M4(3) standard for wheelchair user dwellings distinguishes between (a) 'wheelchair adaptable homes' – a home that can be easily adapted to meet the needs of residents who are wheelchair users and (b) 'wheelchair accessible homes' – a home that is designed to be wheelchair accessible at the point of completion. Following

national planning guidance, 'wheelchair accessible homes' (M4(3)(b)) will only be sought on those dwellings where the local authorities are responsible for allocating or nominating a person to live in that dwelling. For all other dwellings being provided to meet this requirement, 'wheelchair adaptable homes' (M4(3)(a)) will be sought.

Evidence supporting this policy

Greater Cambridge Housing Strategy 2019-2023 and Annexes

Topic Papers and other documents informing this policy

- Housing Topic Paper (~~2020)~~2021)
- ~~Greater Cambridge Housing Strategy (2019)~~Health Facilities and Wellbeing Topic Paper (~~2020~~2021)
- Anti-Poverty and ~~Inequalities~~Inequality Topic Paper (~~2020)~~2021)

Monitoring indicators

- ~~Ministry of Housing, Communities & Local Government (2015). Approved Document M: access to and use of buildings, volume 1: dwellings~~ [LW45]

~~**Ministry of Housing, Communities & Local Government (2016). Corrections to Approved Document M 2015 edition with 2016 amendments volume 1: dwellings**~~

~~**Monitoring indicators**~~

- ~~Percentage of homes meeting minimum private amenity standards~~
- ~~Percentage of homes incorporating dual aspect~~
- Percentage of wheelchair accessible homes

Policy links to the adopted Local Plans

Cambridge Local Plan

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 50: Residential space standards

- Policy 51: Accessible homes
- Policy 52: Protecting garden land and the subdivision of existing dwelling plots
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings

South Cambridgeshire Local Plan

- SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- HQ/1: Design Principles

- ~~South Cambridgeshire Local Plan~~ H/8: Housing Density
- H/9: Housing Mix

- ~~SS/4: Cambridge Northern Fringe East and Cambridge North railway station~~
- SC/4: Meeting Community Needs

Other Council/County strategy and policy and other supporting guidance

- Department for Communities and Local Government (2015) - standard Technical housing standards – nationally described space standard
- Ministry of Housing, Communities & Local Government (2015) - Approved Document M: access to and use of buildings, volume 1: dwellings
- Ministry of Housing, Communities & Local Government (2016) - Corrections to Approved Document M 2015 edition with 2016 amendments, volume 1: dwellings

~~5.~~6. Jobs, homes and services



KEY

A Cambridge Science Park
60,000m² new business space,
1,150m² new logistics hub,
1,400m² new shops and community facilities

B St John's Innovation Park
30,000m² new business space,
200m² new shops

C Anglian Water/ Cambridge City Council site
5,500 new homes,
23,500m² new business space,
13,600m² new shops, local services, community, indoor sport and cultural facilities,
2 Primary schools and land safeguarded for 1 additional primary school if needed

D Merlin Place
125 new homes

E Cambridge Commercial Park/ Cowley Road Industrial Estate
450 new homes,
19,000m² re-provided industrial, storage and distribution space (B2 and B8),
5,000m² re-provided business floorspace

F Milton Road Garage site
75 new homes,
Partial retention of exisiting commercial floorspace

G Trinity Hall Farm Industrial Estate
1,500m² new business space

H Cambridge Business Park
500 new homes,
50,000m² new business space,
4,500m² new shops, community and cultural facilities

I Nuffield Road Industrial Estate
450 new homes

J Chesterton Sidings
1,250 new homes,
23,500m² new business space,
4,200m² re-provided industrial, storage and distribution space (B2 and B8),
1,400m² new shops and community facilities

Figure ~~:~~29: Map graphic showing broad locations and quantities of business space, homes and other land uses envisaged for North East Cambridge

North East Cambridge is a strategically important economic driver for Greater Cambridge and further afield, and there is a huge demand for more business space and homes as a result. The Councils want to ensure that new growth is good growth – bringing genuinely affordable homes and workspace; space for a range of businesses and industries that create jobs for local people; and the public spaces, community services and cultural facilities that are needed.

This section sets out the amount and types of development that we propose, and how this will be distributed across the area. Mixed use development is at the core of this, and we have developed the Area Action Plan so that business, industry, homes and other uses can successfully ~~exist~~coexist alongside, above and below each other to make best use of land.

This section includes the following policies:

Jobs

- Policy 12a: Business
- Policy 12b: Industry, storage and distribution

Homes

- Policy 13a: Housing Provision
- Policy 13b: Affordable housing
- Policy 13b: Affordable housing
- The Area Action Plan requires at least 40% of all new homes within the area to be delivered as affordable housing. To achieve this, all housing developments that provide 10 or more dwellings should deliver genuinely affordable housing thatPolicy 27: Planning Contributions meets the following requirements:

a) Within the affordable housing secured, the following proportions of each affordable housing tenure should be provided:

   i. 25% First Homes,

   ii. 55% affordable rent homes,

   iii. 5% social rent homes, and

iv. 15% shared ownership homes or other forms of affordable home ownership as appropriate.

Affordable Private Rent homes should be provided within Build to Rent developments, as set out in **Error! Not a valid bookmark self-reference.**.

Variations to the above affordable housing tenure proportions will need to be agreed with the Councils' Housing Services, having regard to such matters as site specific circumstances, affordable housing demand on the Councils' housing registers, existing housing mix in the surrounding area, affordability and viability.

b) The homes are affordable in the context of local rent levels, house prices and local incomes, having regard to the Greater Cambridge Housing Strategy Annexe 11: Setting of Affordable Rents (2021) or a successor document, and in terms of living costs having regard to their location and design as set out in Policy 16: Sustainable Connectivityand Policy 3: Energy and associated infrastructure;

c) The size and type of any affordable housing to be informed by the latest evidence of needs (see Policy 13a: Housing Provision), including the need identified on the Councils' housing registers and in other relevant data published or endorsed by the Councils;

d) The layout of affordable housing provision should Policy 9: Density, heights, scale and massingbe well integrated and distributed across the site in groups of affordable homes and not be confined to less prominent parts of the site as a whole or any individual location, in accordance with the guidance provided in the Greater Cambridge Housing Strategy Annexe 10: Clustering and Distribution of Affordable Housing (2021) or a successor document, and

e) Be provided on site to create a mixed and balanced community, unless off-site provision or an appropriate financial contribution in lieu can be robustly justified.

f) Where an applicant raises concerns with the financial viability of a proposed scheme the onus will be on them to demonstrate particular site circumstances to justify the need for a viability assessment, in line with paragraph 58 of the NPPF (2021).

g)

- Policy 13c: Build to Rent
- Policy 13d: Housing for local workers
- Policy 13e: Self and custom
- Policy 13f: Short term/corporate lets and visitor accommodation

~~5.1~~6.1 Jobs



KEY

A Cambridge Science Park
60,000m² new business space,
1,150m² new logistics hub

B St John's Innovation Park
30,000m² new business space

C Anglian Water/ Cambridge City Council site
23,500m² new business space, new shops, local services, community, indoor sport and cultural facilities

D Cambridge Commercial Park/ Cowley Road Industrial Estate
19,000m² re-provided industrial, storage and distribution space (B2 and B8),
5,000m² re-provided business floorspace

E Trinity Hall Farm Industrial Estate
1,500m² new business space

F Cambridge Business Park
50,000m² new business space

G Chesterton Sidings
23,500m² new business space,
4,200m² re-provided industrial, storage and distribution space (B2 and B8)

Figure ~~:~~30: Map graphic showing broad locations and quantum of employment space envisaged for North East Cambridge

North East Cambridge already plays a significant economic role locally and nationally. With its easy access to a skilled workforce and its transport links via walking, cycling, public transport, road and air, the area is an attractive business location, and we would like this to continue. Industry is a key component of Greater Cambridge's economy and North East Cambridge is also a strategic site in this regard given its proximity to the city centre as well as strategic highway and railway network.

We are planning for a range of spaces supporting jobs across all forms of business and industry, and our studies show that this could create up to ~~20~~15,000 new jobs in the area. We believe there is space to intensify the existing ~~business~~employment parks, which are relatively low-density and car-dominated, as well as creating new workspace on the east side of Milton Road. We also want the current amount of industrial floorspace to be retained and consolidated within Cowley Road Industrial Estate~~,~~ and around the existing Aggregates Yard, and this will be achieved through using land more efficiently, reducing vehicle movements and provide better quality, more flexible buildings.

~~**What you told us previously**~~

~~**Location of business uses**~~

- ~~We asked whether offices and R&D premises should be located across North East Cambridge in order to intensify the existing employment sites and create a mixed-use city district across the wider Area Action Plan area. Generally, there was support for this approach in order to enable people to live close to jobs.~~

~~**How your comments have been taken into account**~~

- ~~Reflecting your comments, the draft Area Action Plan distributes employment uses across the area. This will enable the delivery of a mixed-use city district where homes, jobs and facilities are easily accessible and motorised transport is minimised. In terms of an economic model, it also maximises opportunity for collaboration which is an important ingredient for innovation.~~

- The proposed policy provides clarity in respect of existing employment sites that wish to intensify. The adopted 2018 Local Plans promote good economic growth and this policy enables opportunities to increase the number of jobs in a plan led approach.

Types of business we should be planning for

- We also asked you about the specific types of employment in this area and whether we should be planning for a particular business type. Whilst there was some support for solely focussing on science and technology, you mainly supported the need to ensure that there are opportunities within North East Cambridge for start up companies and Small and Medium Sized Enterprises (SMEs) to establish themselves and then grow within the area through the provision of 'move on spaces'.

- There was also broad support for the Area Action Plan to be flexible in its approach to new development, so that development is able to respond to future economic conditions and changing business needs.

How your comments and options have been taken into account

- Reflecting your comments, the proposed policy does not seek to promote or restrict a particular type of employment space but does set out a broad level of support where these types of spaces contribute towards delivering the overarching vision and objectives for North East Cambridge.

Amount of new businesses we should be planning for

- Some comments felt that there is an imbalance in North East Cambridge between the number of jobs and homes. In order to rebalance the existing situation, some comments stated that there should be no further employment growth in this area and the Area Action Plan should solely focus on creating new homes.

How your comments have been taken into account

- Whilst one alternative option was to cap employment at existing levels, this could undermine the potential for good economic growth which could have significant implications locally and across Greater Cambridge as well as lead to fewer possibilities for new employment development where a need is demonstrated. Enabling a range of new business development to take place at North East Cambridge creates the opportunity for a diverse range of

employment types to come forward which has the potential to improve social mobility and serve the needs of not only Greater Cambridge and beyond but importantly new residents to this area.

Industrial uses

- Several concerns were raised regarding the displacement of industrial uses around Nuffield Road, and that the retention of associated jobs and services was important for the diversity of the local and Greater Cambridge economy. Comments mentioned that relocation should only be explored when appropriate and viable alternatives were identified. It was mentioned that proximity to Cambridge city centre would be key for any industrial uses re-located off-site.
- There was a general view that all relocations of existing industrial land would need to ensure that environmental health concerns including contaminated land, odour, noise, and air pollution need to be clearly identified and mitigated.
- Many comments agreed low density industrial uses could be re-provided in more efficient and denser sites. Several comments indicated that re-provision would need to ensure a variety of different opportunities for Small and Medium Sized Enterprises (SMEs) and creative industrial uses.
- One comment mentioned that the diversity of units would provide long-term flexibility for the future. Some comments caveated that any intensification of industrial uses would have to ensure there is no negative impact on the local townscape.
- There were several comments relating to the impact of industrial uses on vehicle trip generation. Some of these mentioned how consolidation of industrial uses would provide an opportunity to reduce overall trips. Others mentioned how consolidation away from Nuffield Road could provide an opportunity to reroute HGV trips away from adjacent residential areas and improve the pedestrian environment along the southern part of Nuffield Road.
- There was an objection to the redevelopment of Trinity Hall Industrial Estate as a residential led mixed-use scheme.

How your comments and options have been taken into account

- In line with your comments, the proposed policy aims to maintain the current level of industrial floor space. Intensification is being proposed as an opportunity to take advantage of existing land inefficiencies and provide potential for the modernisation of retained units to meet modern business needs. A range of units are envisioned to be delivered to enable existing industrial businesses to adapt to future needs and to provide space for new start-up companies to make a contribution towards good growth for the area.

The separation of industrial traffic from residential streets is a priority for the Area Action Plan to ensure that North East Cambridge can deliver on its placemaking and good growth objectives. This is set out in and , which outlines how delivery vehicles should be managed to consolidate deliveries.

- The impacts of industrial development on adjacent sensitive uses has been addressed within Policy 25: Environmental Protection.

Policy 12a: Business

ApplicationsProposals which create new employment floorspace and promote increased jobs and job densities in the Area Action Plan area will be supported where they are consistent with the other policies of the Area Action Plan and adopted Local Development Plan.

Development proposals will be required to demonstrate how they will support:

- Intensification of business (B1a office, B1b research and development, B1c light industrial)Class E(g)) floorspace (gross internal area) on site and the introduction of higher density development that increases employment opportunities;
- Opportunities for start-up and small and medium-sized enterprises;
- A mix of new high quality and flexible workspace to facilitate new business formation and growth of existing businesses seeking ‘move on’ space;
- Flexible and adaptable buildings that can respond to future business needs;
- Innovation and collaboration through the provision of co-working spaces;

- ~~•~~ Affordable ~~rental space where feasible~~workspace;
- ~~•~~ Quality public realm and physical environment which is publicly accessible;
- ~~•~~ The increased use of sustainable modes of travel and reduction in private car use in accordance with the Trip Budget (see Policy 16: Sustainable Connectivity~~Policy 16: Sustainable Connectivity~~ and Policy 22: Managing motorised vehicles ~~Policy 22: Managing motorised vehicles);~~); and
- ~~•~~ A mix of uses including housing, retail and/or community and cultural uses, unless such a mix would demonstrably conflict with the other policies of this plan (including Policy 25: Environmental Protection).

Specifically, by land parcel:

a. Anglian Water/Cambridge City Council site: This area will be transformed into a residential led mixed-use area which will include an element of new business floorspace primarily located within and in close proximity to the District Centre and Cowley Road ~~Neighbourhood~~Local Centre.
b. Cambridge Business Park: This area will undergo significant change through the introduction of ~~new land uses.~~ an employment led mixed-use development. This will be achieved through the intensification of business floorspace brought forward alongside retail ~~and~~, community and cultural uses and new homes.
c. Cambridge Science Park: The ~~principle~~principal source of business space development in North East Cambridge will be the intensification of employment floorspace within this area. This will include the redevelopment of existing under-utilised premises including associated car parks and the introduction of other supporting uses.
d. Chesterton Sidings: New business space will be created in this area alongside homes and other employment, retail and community floorspace to create a mixed-use area, based around Cambridge North Station and the Station Approach Local Centre. This area will be a key gateway to both the site and wider area.

e. Cowley Road Industrial Estate: ~~There is the opportunity to introduce additional business floorspace in this area to compliment the adjacent residential and light industrial uses.~~ Business space in this location should ~~also~~ form part of the long-term ~~relocation~~replacement of employment business floorspace from Nuffield Road Industrial Estate~~.~~ to support industrial uses in this area. Redevelopment in this area should also not result in the net loss of ~~B1~~business floorspace~~.~~ from Cowley Road Industrial Estate.

f. Nuffield Road Industrial Estate: In order to minimise the number of commuter and commercial delivery trips along Nuffield Road, this area is identified for residential uses only (see Policy 13a). Therefore, proposals for new business floorspace within this area will not be supported. Proposals for the loss of ~~employment accommodation~~business floorspace in this area will need to firstly demonstrate that ~~it will~~equivalent floorspace be re-provided within Cowley Road Industrial Estate in the first instance and secondly within the wider Area Action Plan area if this is not feasible.

g. St Johns Innovation Park: This area will be redeveloped to support existing and future business needs~~.~~ through business intensification. This will include the redevelopment of existing under-utilised premises including associated car parks and the introduction of other supporting uses.

h. Trinity Hall Farm Industrial Estate: There are opportunities in this area for a small uplift in business floorspace through the comprehensive redevelopment of the site. This will need to consider how the site sits in relation to the Area Action Plan Spatial Framework as well as existing and future adjacent land uses.

i. All other areas: Additional business floorspace in all other areas will generally not be supported unless the site can be brought forward as part of a mixed-use residential led scheme and will not have an adverse impact on the trip budget (see Policy 16: Sustainable Connectivity and Policy 22: Managing motorised vehicles).

The Area Action Plan makes provision for up to ~~234~~188,500m2 net additional ~~B1~~business (Class E(g)) floorspace in accordance with the distribution set out in the table below. These will need to be considered alongside the other policies of the Area Action Plan, Spatial Framework and other supporting diagrams as well as the

adopted local development plans. Particular reference is drawn to Policy 22: Managing motorised vehicles , to ensure that future ~~B1~~business development does not compromise the trip budget for the area and Policy 25: Environmental Protection.

Development parcel	**Additional ~~B1~~commercial floorspace (Class E(g))**
Anglian Water / Cambridge City Council site	Up to 23,500m2
Cambridge Business Park	Up to ~~68~~50,000m2
Cambridge Science Park	Up to ~~70~~60,000m2
Chesterton Sidings	Up to ~~36~~23,500m2
Cowley Road Industrial Estate	~~No let loss of existing plus the~~ Re-provision of existing amount of commercial floorspace within Cowley Road and from Nuffield Road Industrial ~~Estate~~Estates
Nuffield Road Industrial Estate	~~No net loss through the re-provision~~None. Existing amount of ~~existing~~commercial floorspace should be re-provided to ~~(i)~~ Cowley Road Industrial Estate~~, or (ii) the wider Area Action Plan area~~
St Johns Innovation Park	Up to ~~35~~30,000m2
Trinity Hall Farm Industrial Estate	Up to 1,500m2
Total	Up to ~~234~~188,500m2

Proposals which exceed these figures will need to be justified in terms of the Greater Cambridge Employment Land and Economic Development Evidence Study (2020) (through an Employment Impact Assessment) and any impact on the AAP trip

budget ~~and~~, Area Action Plan wide infrastructure and ~~where~~whether the character, role and function of an area ~~will not~~could be compromised.

Policy 12b: Industry, storage and distribution

Development should ensure there is no net loss of B2 (general industrial) and B8 (storage or distribution) floorspace ~~in~~within the North East Cambridge~~. The~~ Area Action Plan area. Proposals for redevelopment of existing ~~premises and the provision of new~~ industrial floorspace ~~should consolidate current activities and promote a mix of uses that includes light industrial, offices, storage and distribution. Residential uses should also be considered where a suitable solution can be achieved~~(B2/B8) are required to ~~protect residential amenity and~~re-provide the ~~operational requirements of~~equivalent amount of floorspace (Gross Internal Area) within the ~~industrial uses.~~plan area in line with the 'Industrial Development Areas' set out below. Whilst the AAP does not provide any protection for existing occupiers, the Councils as corporate bodies will look to work with affected occupiers to help identify suitable alternative sites either within the NEC area or elsewhere.

Industrial Development Areas

The following areas are expected to accommodate industrial intensification providing for:

B2 – General Industrial (minimum floorspace – Gross Internal Area)

- Cowley Road Industrial Estate (11,500 m2)
- Chesterton Sidings (700 m2)

B8 – Storage and distribution (minimum floorspace – Gross Internal Area)

- Cowley Road Industrial Estate (7,500 m2)
- Chesterton Sidings (3,500 m2)

Small delivery and consolidation hubs that are under 1,500 m2, will be supported outside of the identified industrial areas provided they are in accordance with

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

To support this, development proposals:

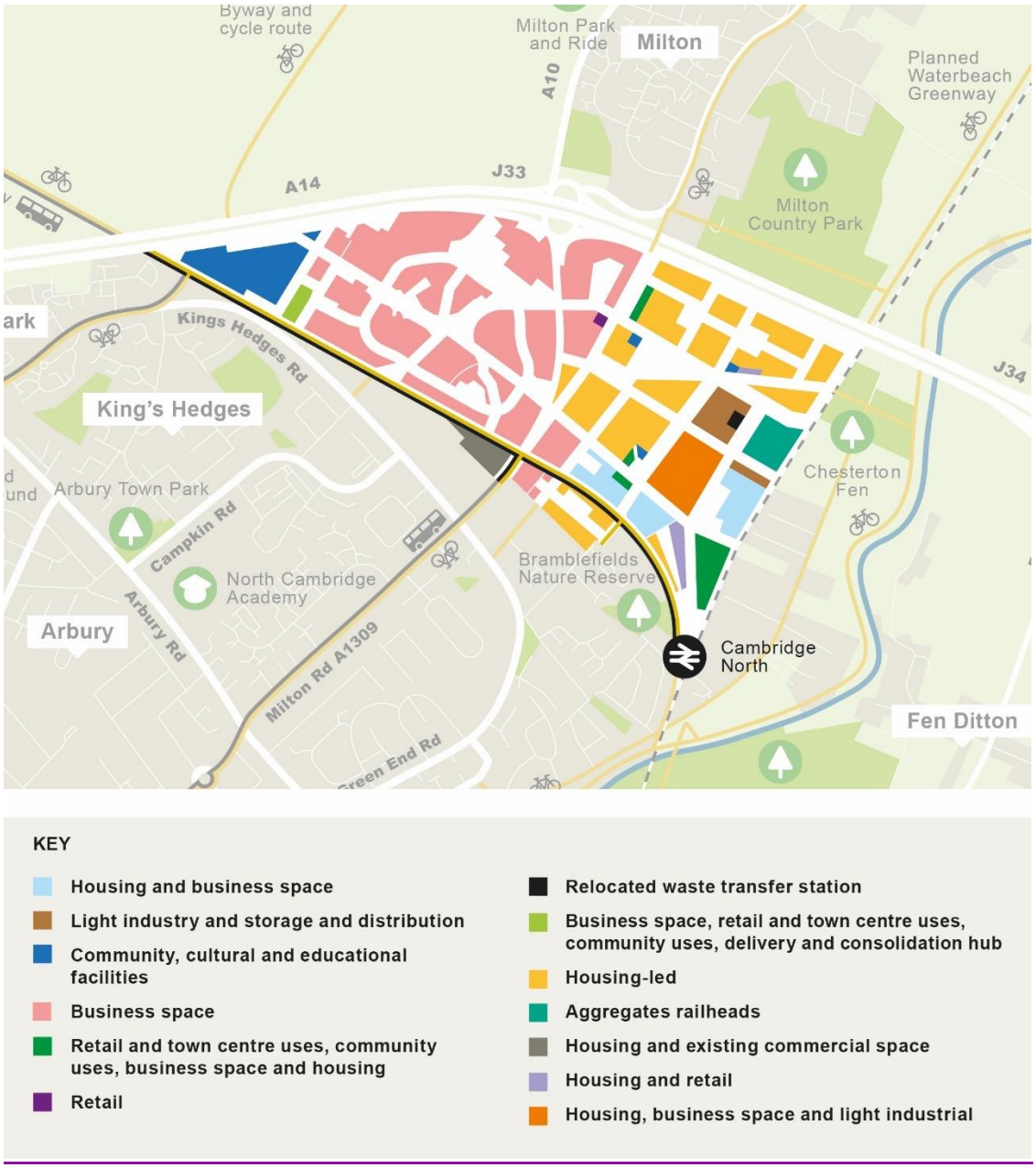
within Cowley Road Industrial Estate should~~:~~

~~a)~~ , as a minimum, retain the ~~existing~~equivalent amount of ~~industrial (B2 and B8) floorspace within Cowley Road Industrial Estate;~~

a) ~~b)~~ ~~Re-provide the~~ existing industrial (B2 and B8) floorspace on site and, where feasible, intensify the industrial use of sites

b) within Nuffield Road Industrial Estate ~~(Gross floor~~should re-provide the equivalent amount of industrial (B2 and B8) floorspace existing on site (Gross Internal Area) to Cowley Road Industrial Estate through the redevelopment of existing plots and / or through new development at land at the northern end of Chesterton Sidings adjacent to the Cambridge North East Aggregates

Railheads (as shown in



~~a)~~c) Figure 3~~Figure 11);~~)

d) ~~c) Seek to accommodate~~Should relocate the existing ~~Nuffield Road and~~bus depot on Cowley Road to an off-site location to facilitate the proposed redevelopment of Cowley Road ~~businesses in newly consolidated~~Industrial Estate.

Principles for industrial ~~sites;~~development

~~d)~~ Developments should:

- Ensure that industrial floorspace is flexible and adaptable to meet current and future business needs;
- ~~e)~~ Ensure that industrial development proposals ~~design out~~are designed to mitigate any environmental impacts in accordance with Policy 25: Environmental ~~Health concerns in line with the relevant Cambridge Local Plan Policies;;~~ Protection and Policy 26: Aggregates and waste sites;
- ~~f)~~ Where over 1,000 m2 net additional floorspace, provide 10% of the new floorspace to be affordable industrial workspace, subject to scheme viability~~..~~. This should be secured for a minimum of 30 years at rents that are appropriate to the viability of the business~~.~~;
- Ensure that design and siting of development provides an appropriate mitigation buffer around the Aggregates Railheads and relocated Waste Transfer Station to create satisfactory levels of amenity for adjacent uses and spaces.

Consolidation and mixed use

Where industrial uses are provided or retained, ~~**Industrial Development Areas**~~

~~The following areas identified on the Area Action Plan Spatial Framework will be acceptable for industrial uses:~~

~~B2 – General Industrial (minimum floorspace)~~

~~• Cowley Road Industrial Estate (4,500 m2)~~

~~• Chesterton Sidings (4,800 m2)~~

~~B8 – Storage and distribution (minimum floorspace)~~

~~• Cowley Road Industrial Estate (13,000 m2)~~

~~• Chesterton Sidings (4,000 m2)~~

~~• Cambridge Science Park (1,150 m2)~~

~~Small logistics and last mile delivery hubs that are under 1000 m2, will be supported outside of the identified industrial areas provided they are in accordance with Policy 20: Last mile deliveries and Policy 25: Environmental Protection.~~

~~Consolidation~~

- developments should proactively intensify B2 and B8 uses through more efficient use of land than the existing industrial premises within North East Cambridge. ~~This should~~ Intensification can be ~~delivered~~achieved by:
- ~~•~~ Horizontal or vertical extensions;
- Infill development;
- Comprehensive development of existing sites;
- achieving higher plot ratios~~;~~ (a minimum of 65%);
- ~~•~~ the development of mezzanines;
- ~~•~~ the introduction of flexible units;
- ~~•~~ multi-storey proposals for mixed-use development schemes through vertical stacking that include other uses including employment and residential uses.

~~Mixed use~~

~~New mixed-use developments that can intensify industrial floorspace will be encouraged, particularly where they can deliver residential apartments. These developments should be of high-quality design, ensuring that a suitable design solution can be found to protect both industrial business operations and residential amenity (see Policy 25: Environmental Protection).~~

Why we are doing this

Relevant objectives: 3, 5

North East Cambridge already plays a significant economic role locally and nationally. The city's future economic prosperity, and its contribution to the economic growth of Greater Cambridge, will be dependent on how successfully it can take advantage of its international reputation as a high technology and innovation cluster. Nevertheless, it is crucial that this is done in a careful and sensitive way, so that short term economic growth does not undermine the quality and character of the city and the wider area, and the quality of life for its citizens.

The amount of employment floorspace identified for North East Cambridge has the potential to provide a significant increase in the ~~quantity~~number of ~~B1 accommodation~~new jobs in the area to meet future business needs. The adopted ~~2018~~ Local Plans support economic development in this location~~. This approach will be continued in~~ as well as the councils' latest employment land review. The Greater Cambridge Employment Land and Economic Development Evidence Study November 2020, considers that the North East Cambridge Area Action Plan~~,~~ is important in providing employment floorspace and job growth in Cambridge as a whole. This is to be achieved within North East Cambridge through the intensification of existing, under-utilised employment sites and through mixed use development. The amount of employment floorspace set out within the policies will support economic growth in this area beyond the Plan period, and will be supported by the necessary district wide social, cultural and physical infrastructure including high quality communications via the latest generation of high-speed broadband.

As well as ensuring a sufficient supply of affordable business space, affordable workspaces can support sectors that have cultural or social value such as artists, designer-makers, charities, voluntary and community organisations and social enterprises for which low-cost space can be important.

For Greater Cambridge, the creative sector has been identified as a sector that has a significant economic role in the area and a role in supporting wider community well-being, for example through place-making. However, it has also been identified as having a particular need for affordable space which could fall within business or industrial types of employment

Whilst it is important to bring forward ~~large amounts of employment space~~jobs across ~~the~~ North East Cambridge ~~site~~, evidence demonstrates that office development currently draws more traffic into the North East Cambridge area than any other form of development. Therefore, the amount of additional employment ~~space~~floorspace and its distribution across the site, set out in this policy, has been carefully considered against the need to create a more balanced mix of uses and wider community at North East Cambridge as well as the requirements set out in Policy 22: Managing motorised vehicles .

Business space (~~B1 use class)~~Class E(g))

The area currently contains several employment parks, including Cambridge Science Park, St Johns Innovation Park and Cambridge Business Park. These sites contain high quality office ~~(B1a)~~ and Research and Development (R&D) ~~(B1b)~~ premises which include a combination of successful businesses and start-up companies. There are a number of smaller business premises located within Trinity Hall Farm, Cowley Road and Nuffield Road Industrial Estates. Planning permission has also been granted for a new business development adjacent to Cambridge North Station.

Cambridge Science Park and St Johns Innovation Park benefit from an excellent location adjacent to strategic transport infrastructure and close links to the University of Cambridge and associated Colleges. However, there are opportunities to maximise their potential, including increasing the scale and range of activities within them. In particular, the area has further potential to support business start-ups and small and medium-sized enterprises (SMEs) looking to capitalise on the high-quality research undertaken by the university and colleges as well as the established businesses already in this area. There are also opportunities to build ~~the~~a relationship between these employment parks and Cambridge Regional College. This would support the underlying principles of innovation districts and the interrelationship between education, industry and innovation.

Cambridge Business Park is a successful and economically thriving business location. It is a key location within the Area Action Plan area, and currently forms a barrier between the existing communities in East Chesterton and the proposed District Centre. In order to respond to business needs over the plan period, there are landowner and council aspirations to redevelop the site as an employment led mixed-use area that will also form part of the District Centre.

Within areas to the north of Cowley Road, new ~~employment floorspace~~jobs will support the continued growth of North East Cambridge, and strengthen other key sectors such as business, financial ~~and~~, professional services and creative industries. There is also evidence that SMEs in this area are planning for growth, but most cite space availability and/or affordability as a key constraint in achieving this aspiration. Therefore in these areas, new ~~B1~~business floorspace should provide a diverse range of jobs and business opportunities including spaces to support SMEs which are vital to both this new city district and the wider local economy. These

include co-working, start-up and grow-on spaces as well as serviced offices located within existing office buildings or new mixed-use developments. The existing business floorspace at Nuffield Road and Cowley Road Industrial Estates should be re-provided as part of the comprehensive redevelopment of Cowley Road Industrial Estate to support the proposed industrial (B2 and B8) uses ~~will range from B1a to B1c.~~within this area as well as support a mix of uses in a more intensified format. Due to affordability issues for ~~SMEs~~business space within this area and wider Greater Cambridge, an element of affordable ~~rental space may be~~ workspace is required, including for example to support the incubation of SMEs and creative businesses. New space, including grow on spaces, will also support business growth in this area whilst new jobs created in this area are retained locally.

The level of business floorspace provision provided for through the Area Action Plan recognises the role and function of the Greater Cambridge Local Plan in allocating employment growth spatially across Greater Cambridge. Proposals which seek to exceed the business floorspace allocations for sites within North East Cambridge therefore could have potentially unacceptable consequences on economic growth expected in other locations and will need to be justified through robust evidence having regard to supply and demand across the Local Plan area.

Industry (B2/B8)

Industrial uses in North East Cambridge are currently clustered at Cowley Road and Nuffield Road Industrial Estates. There is around ~~16,000m^2~~12,750m2 of storage and distribution (B8) across these two sites and ~~5,750m^2~~14,770m2 of general industrial (B2) uses. The unit sizes are typically smaller compared to more ~~suburban~~rural sites in South Cambridgeshire, with 71% of units being smaller than 500m2, around 12% being between 500-1,000m2, and 17% between 1,000-5,000m2. There is a very low industrial vacancy in North East Cambridge, highlighting the demand for industrial use in this area.

Retaining industrial uses is key to the functioning of the local economy. The ~~emerging~~ Greater Cambridge Employment Land and Economic ~~Land Review~~Needs Study (November 2020) identifies that Cambridge has lost around 35% of its industrial floorspace over the past 20 years. Given the importance of industrial uses to both the needs of the Greater Cambridge's economy and local jobs, the Area

Action Plan seeks to protect industrial floorspace. Consolidation of industrial uses provides opportunities to increase the number of new homes within North East Cambridge without ~~losing~~reducing the level of industrial ~~capacity~~floorspace currently on site.

Of the two existing industrial estates (Nuffield Road and Cowley Road~~)~~), Cowley Road has been identified as the most appropriate location to consolidate industrial uses. Expanding the current Nuffield Road industrial estate would not complement North East Cambridge's aims for good growth as there is increased potential for conflict between industrial uses and the neighbouring existing residential areas, in particular the mixing of residential and industrial traffic on Nuffield Road~~.~~ as well as around Shirley Community Primary School. The location of Cowley Road Industrial Estate means that new development in this area can minimise conflict between industrial traffic and residential areas (see Policy 21: Street hierarchy~~)~~), provide a suitable industrial buffer to the Aggregates Railheads and also serve neighbouring residential areas through the enhanced pedestrian and cycle routes identified on the Spatial Framework.

The existing bus depot on Cowley Road will need to be relocated off-site to achieve comprehensive redevelopment of this area. The existing bus depot is an inefficient use of land due to the low density nature of the site and is positioned within a central location within the industrial area. The trips generated to serve the wider Cambridge area are also not compatible with the trip budget required to enable delivery of regeneration of North East Cambridge. Additionally, the number of buses anticipated to serve the city and wider area is expected to double over the next decade. The existing Cowley Road depot does not have the capacity to accommodate this number of additional buses and relocation presents the opportunity to find a long term solution to this issue via the Local Transport and Connectivity Plan and Bus Strategy being prepared by the Cambridgeshire and Peterborough Combined Authority and the Cambridge City Access Project being prepared by the Greater Cambridge Partnership. The continued operation of the bus depot in the interim period will trial opportunities to electrify the bus fleet.

The quantum for industrial floorspace are minimums. Site capacity testing undertaken by the councils set out within the Typologies Study and Development

Capacity Assessment (2021) shows the Cowley Road Industrial Estate and the northern portion of Chesterton Sidings could accommodate up to 60,000m2 of gross industrial floorspace. Proposals which exceed the floorspace amounts specified in the Policy will generally be supported where it can be demonstrated they meet local industrial floorspace needs or secures an appropriate buffer around the Aggregates Yard and the relocated Waste Transfer Station. Proposals will need to be designed and laid out to meet the operational needs of industrial use, to manage movement within the trip budget in accordance with Policy 22: Managing Motorised Vehicles and address any amenity and health impacts as required by Policy 26: Aggregates and waste sites.

The Mixed-Use Development Paper (2020) highlights that industrial development at North East Cambridge is both feasible and deliverable using a higher plot ratio, potentially up to 65% (the ratio of a building's total floor area, as a proportion of the total plot upon which it is built). ~~This will be further informed by the emerging Greater Cambridge Employment Land Review.~~ In order to accommodate the amount of industrial floorspace identified in the policy, development proposals significantly lower than a 65% plot ratio will need to demonstrate that they will not compromise the delivery of the overall floorspace identified in the policy. Intensification also seeks to increase servicing efficiency to minimise trips and the impact on the transport network. All developments must demonstrate how their operational impacts will comply with the trip budget (see Policy 22: Managing motorised vehicles).

Mixed use development is intended to maximise the potential for North East Cambridge to deliver housing and industrial floorspace simultaneously. Developers should therefore consider the potential to relocate businesses in creative, space-efficient development forms which could include vertical stacking and include residential dwellings above~~.~~, where shown on the Land Use Plan (see figure 11). Some occupiers may be better suited to consolidation depending on their requirements, for example, a group of businesses all operating as trade counters, could be better suited to sharing certain services compared to others. ~~This should include an assessment of affordability, size, quality and location.~~

~~Industrial development proposals will be required to ensure they do not have an adverse impact on adjacent uses and the wider area. Proposals should address Policy 33, Policy 34, Policy 35 and Policy 36 of the Cambridge Local Plan.~~

A key consideration for ~~the introduction of~~industrial proposals including within mixed-use development is that it meets high design quality by contributing to the public realm and minimising impact on residential and public amenity. Developments will also be required to demonstrate that operational vibration, noise, air quality, odour and other emissions do not ~~affect~~have unacceptable adverse impacts on neighbouring uses, as set out in Policy 25: Environmental Protection~~.~~ and Policy 26: Aggregates and waste sites.

Whilst affordability in Greater Cambridge is most acute for residential uses, it also affects other uses including industrial floorspace. Following the continued decrease of industrial premises within Cambridge over the past 20 years, vacancy levels are very low and there is continued strong demand for industrial sites in close proximity to the city. This has continued to push industrial rents up and is a constraint for companies seeking to establish, grow or remain in this area. The policy requires 10% of new industrial floorspace in schemes over 1,000 m2 to be at an affordable rate ~~(subject to on-going whole plan viability work). The cost~~. The rent per square foot/meter or per workstation that would be considered affordable will vary according to a range of factors such as location, type, quality etc, and the level of discount to be applied will therefore need to be secured on a proposal-by-proposal basis, having regard to overall scheme viability.

Where workspace has been specified as affordable, the ~~Council's~~Councils Economic Development ~~Team~~Teams will work with developers to agree the appropriate terms of affordability ~~on a case by case basis.~~. If on-site provision is not possible, a financial contributions for equivalent off-site provision will be sought. Affordable industrial workspace and / or a financial contribution will be secured through a legal agreement between the developer and the local planning authority.

8~~Figure : [Insert:~~The reprovision of industrial floorspace may result in some occupants being relocated off site. A Relocation Assistance Strategy will be formulated by the Councils to support existing in situ businesses.

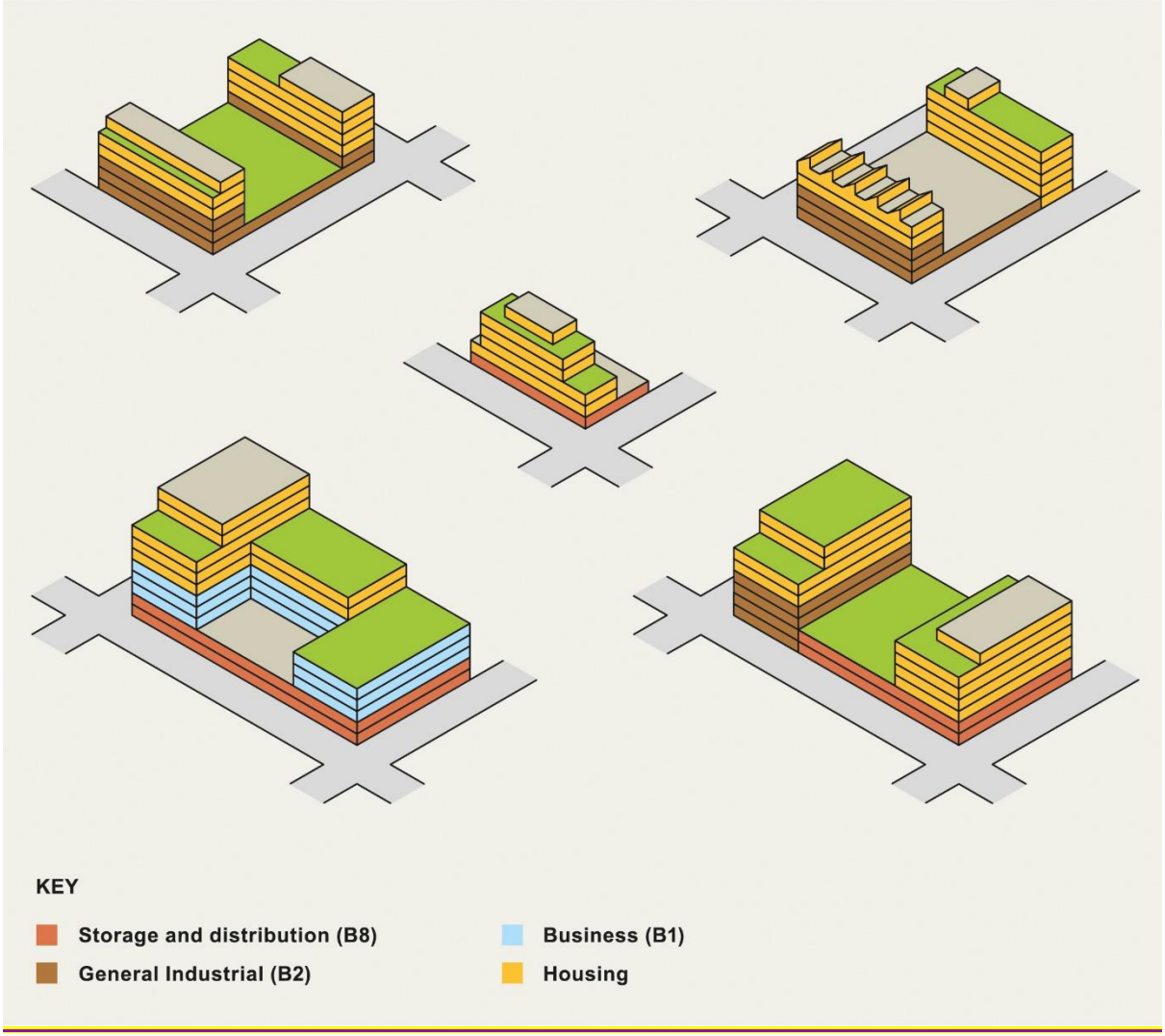


Figure 31: Examples of industrial mixed-use building typologies~~—Axonometric/isometric diagrams]~~

~~**Evidence supporting this policy**~~

- ~~Cambridgeshire and Peterborough Independent Economic Review (CPIER) (2018)~~

Evidence supporting this policy

- Economic Development Evidence Study (2020)
- Innovation Districts Paper (2019)
- Mixed Use Development: Overcoming barriers to delivery at North East Cambridge (2020)

- Greater Cambridge Creative Business and Cultural Production Workspace Study (2021)
- ~~Cambridgeshire and Peterborough Local Industrial Strategy (2019)~~Typologies and Development Capacity Assessment (~~2020)~~2021)

Topic Papers and other documents informing this policy

- Employment Topic Paper (2021)
- Smart Infrastructure Topic Paper: Digital Infrastructure (~~2020)~~2021)
- Smart Infrastructure Topic Paper: Future Mobility (~~2020)~~2021)

- ~~Greater Cambridge Sustainable Design and Construction Supplementary Planning Document (2020)~~ ~~[LW46]~~
- ~~Cambridge Northern Fringe Employment Sector Profile (2014)~~~~[LW47]~~
- ~~Cambridge Northern Fringe Employment Options Study (2014)~~~~[LW48]~~
- ~~Cambridge and Peterborough Independent Economic Review (2018)~~Skills, Training and Employment Topic Paper (~~2020)~~2021)
- Anti-Poverty and Inequality Topic Paper (~~2020)~~2021)

Monitoring indicators

- Availability of industrial land measured through no overall net loss of industrial and warehouse floorspace (B2 and B8).
- Amount of new employment floorspace permitted and ~~delivered~~completed by type (gross and net)

- ~~Number of new businesses registered~~

Policy links to the adopted Local Plans

Cambridge Local Plan

- Policy 2: Spatial strategy for the location of employment development
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 33: Contaminated land
- Policy 34: Light pollution control

- Policy 35: Protection of human health and quality of life from noise and vibration
- Policy 36: Air quality, odour and dust
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 40: Development and expansion of business space
- Policy 41: Protection of business space
- Policy 42: Connecting new developments to digital infrastructure

South Cambridgeshire Local Plan

- Policy E/9: Promotion of Clusters Policy
- Policy E/11: Large Scale Warehousing and Distribution Centres Policy
- Policy E/12: New Employment Development in Villages New Employment Development on the Edges of Villages Policy
- E/14: Loss of Employment Land to Non-Employment Uses Policy
- E/15: Established Employment Areas
- S/5: Provision of New Jobs and Homes
- SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- E/1: New Employment Provision near Cambridge – Cambridge Science Park
- E/9: Promotion of Cluster
- E/10: Shared Social Spaces in Employment Areas

Other Council/County strategy and policy and other supporting guidance

- Cambridgeshire and Peterborough Local Industrial Strategy (2019)
- Greater Cambridge Sustainable Design and Construction Supplementary Planning Document (2020)

~~5.2~~6.2 Homes



KEY

A Anglian Water/ Cambridge City Council site
5,500 new homes

B Merlin Place
125 new homes

C Cambridge Business Park
500 new homes

D Milton Road Garage site
75 new homes

E Cambridge Commercial Park/ Cowley Road Industrial Estate
450 new homes

F Nuffield Road Industrial Estate
450 new homes

G Chesterton Sidings
1,250 new homes

Total: 8,350 homes

Figure ~~3~~2: Map graphic showing broad locations and quantities of new homes envisaged in North East Cambridge

There is significant housing demand in Greater Cambridge due to a range of factors including affordability issues, population growth and the area's strong local economy and its sub-regional significance. Within this context the key strand of sustainable development is securing mixed communities that are inclusive to everyone and appropriately mixed in terms of demographics, household types and tenures. Through mixed use development, we want to see the Area Action Plan area

developed so that it provides households with a genuine range of housing that meets our forecast needs – enabling people who work in the area to live locally, reducing the need to commute or own a car, and ensuring we create mixed balanced communities.

~~**What you told us previously**~~

Policy 13a: Housing ~~quantity~~Provision

The Area Action Plan makes provision for approximately 8,350 dwellings. In accordance with the Area Action Plan Spatial Framework and ~~mix~~the Land Use Figure (Figure 11), the distribution and indicative capacity of new housing is as set out in the table below.

Development Parcel	Homes (net additional dwellings)
Anglian Water / Cambridge City Council site	5,500
Cambridge Business Park	500
Cambridge Science Park	0
Chesterton Sidings	1,250
Cowley Road Industrial Estate	450
Merlin Place	125
Milton Road Garage Site	75
Nuffield Road Industrial Estate	450
St Johns Innovation Park	0
Trinity Hall Farm Industrial Estate	0

~~A mix of dwelling sizes, including some family sized units, was generally supported with several respondents commenting there is also demand for smaller, more affordable units~~

Cambridge Regional College	0
Total	**8,350**

- The number of homes granted planning permission on ~~the site. There was strong support for housing for local workers in order to encourage low levels~~each of ~~car ownership and commuting; however, some expressed concern over how this would be delivered, and others felt that policy~~ the development parcels may be higher or lower than the indicative capacity set out in the table above. This should be ~~directed~~determined by ~~demand, market trends and viability in this regard.~~

- ~~There was broad agreement that the development~~ a design-led approach while taking account of ~~North East Cambridge should seek to provide a proportion of specialist housing, such as purpose built Houses in Multiple Occupation (HMOs), housing for disabled people and older age groups, students and Travellers; however, it was considered that a greater understanding of the current situation in terms of demand, need and viability of these various housing sectors would be required in order to inform~~ all relevant policies within the Area Action Plan and adopted local development plan, in particular, Policy 22: Managing motorised vehicles ~~.~~

~~One respondent felt that student accommodation would not be appropriate~~to ensure that future development does not compromise the trip budget for the area, and ~~another felt that Traveller accommodation would not accord with the proposed higher density nature of~~ Policy 23: Comprehensive and Coordinated Development to ensure that the necessary infrastructure across the Area Action Plan area can be secured.

- ~~Respondents were of the view that the Area Action Plan should achieve high quality housing. Most said these should be in line with national internal and external residential space standards for housing at North East Cambridge, including for HMOs, with one representation stressing that for the well-being~~

of future occupiers these should be seen as minimum and not optimum standards to be adhered to. One respondent said there may be appropriate exceptions and another said there could be no requirements if new homes are delivered in a high quality way.

How your comments and options have been taken into account

- In line with the comments received, the policy seeks to ensure that a range of homes will be delivered within North East Cambridge, that provide a range of types, tenures and sizes. The provision of affordable housing is an integral part of the development which has been incorporated into the policy.
- Internal and external space standards are prescribed in .
- No specific provision of Housing in Multiple Occupation has been included within the policy however the policy does not restrict them from coming forward. It is also forecast that some market homes will become Houses of Multiple Occupation over time. The on-site provision of lower density housing would not optimise the best use of this edge of city site and would not support the vision and strategic objectives of the Area Action Plan.

Affordable housing

- The majority of respondents agreed that the plan should require 40% of housing to be affordable and include a mix of affordable tenures and size of units. This was considered key to the socio-economically inclusive vision for North East Cambridge.
- Whilst there was support for the affordable housing to be spread evenly across the whole site, others considered a different approach may be required for some developments, such as off-site contributions toward affordable housing.
- Several respondents felt that the agreed proportion of affordable units should be strictly adhered to and enforced with no reduction allowed for viability issues.
- There was general support for an element of the affordable housing provision at North East Cambridge to be aimed specifically at essential local workers and for a proportion of the overall development to provide some custom build opportunities; however, one respondent considered North East

Cambridge not to lend itself to this type of development stating such provision would result in a lack of design cohesion for the area.

- Most respondents felt that provision of affordable housing was important. Some emphasized the need for this to be subject to viability; others were concerned about developers using the viability argument to avoid provision, and the need for the council to enforce the affordable housing requirement. The private rented sector was mentioned as an area where a different approach might be needed other than providing traditional on-site affordable.

- Other responses included: social/affordable rent should be provided elsewhere; 40% affordable housing should be applied to site as a whole, subject to viability; the need for social/affordable rent for local families; the need for affordable housing for science park workers; need for affordable housing to be genuinely affordable; and the need for an overarching long term vision in relation to affordable housing

How your comments and options have been taken into account

- The policy requires 40% of major residential developments to be affordable, in line with the adopted local plan (2018) standards. It provides specific detail on the affordable tenures including social and affordable rent.

- The policy sets design criteria to ensure that new affordable homes are of the highest standards and are designed to reduce their operational costs to support those living within them.

- The policy also requires early engagement with the Councils to secure new affordable housing based on the most up to date evidence of need.

Housing for local workers

- Responses were overall supportive of making provision for local workers in the Area Action Plan area. There was a consensus that a need for decisions on whether housing should be tethered to employment should be based on evidence; need for people to be able to live and work locally; and housing should be genuinely affordable and available to lower paid and local workers, including those on the housing register.

How your comments and options have been taken into account

- The policy sets out that a proportion of new affordable homes be made available for local key workers to address local housing needs. This would help achieve a mixed and balanced community which would also help to support the local economy.

Build to Rent

- Whilst there was some support for including Build to Rent as part of the wider housing mix across North East Cambridge, others urged caution suggesting this sector should be discouraged as it could drive up house prices in the area, serving only to benefit developer profits rather than the local community.
- Several comments suggested involving a local housing association and/or Local Councils to manage Build to Rent provision, including any associated facilities, services and amenities. This approach would ensure any Build to Rent schemes contribute towards creating a mixed and sustainable community.
- One respondent felt that more evidence was needed about the current demand and need for Build to Rent housing in the locality.

How your comments and options have been taken into account

- The Councils have commissioned research to understand the Built to Rent market and demand across Greater Cambridge and the wider housing market area. Whilst this evidence has suggested a strong demand for Build to Rent homes, the preferred approach is to ensure that no placemaking or good growth objectives are compromised by bringing forward a significant number of Build to Rent schemes at North East Cambridge. This will be achieved by managing the overall number of Build to Rent units within the Area Action Plan area and careful consideration of their distribution across the area.
- The policy makes provision for longer term tenancies offering housing security and reassurance for occupiers as well as a longer-term stake in North East Cambridge for new residents. Maintaining high management standards and ensuring all Build to Rent schemes include affordable provision is key to achieving the mixed, inclusive neighbourhood vision for North East Cambridge.

Custom Build

- Responses on custom build were generally supportive. Respondents stated the need for better evidence to understand need, demand and viability. They also suggested that this might provide an opportunity to maximise variety and interest, but stated that these would need to adhere to the standards of being low or zero carbon homes and of high design standards.

How your comments have been taken into account

- A level of custom build is being included to enable North East Cambridge to respond to custom build need. This housing provision will be not be exempt from sustainability policies, and will need to contribute towards delivering the vision and strategic objectives of the Area Action Plan.

Short term/corporate lets and visitor accommodation

- You commented that should the development provide high numbers of short-term lets the area may lack a sense of place.

How your comments and options have been taken into account

- The proposed policy restricts rental uses such as Airbnb that involve the loss of residential units and will allow purpose-built serviced apartments to provide for corporate lettings that might otherwise occupy a residential unit.

Policy 13a: Housing

Proposals that secure an appropriate mix of housing on site and contribute to the creation of inclusive and, mixed and balanced communities will be supported. All proposals for residential development will need to have regard to:

a) a) the councils' latest evidence on housing need as set out in the Greater Cambridge Housing Strategy 2019-2023 and Annexes Joint Housing Strategy (or any future update). updates), the Housing Needs of Specific Groups study (2021), or any other evidence of housing need published or endorsed by the Councils.

b) b) Delivering high quality higher density homes (see Policy 9: Density, heights, scale and massing and Policy 11: Housing design standards Policy 9: Density, heights, scale and massing and Policy 11: Housing design standards)) that contain a balanced mix of type, size, tenure and affordability, including family sized accommodation (2+ bedroom);

c) ~~c)~~ Ensuring all homes of different types and tenures are ~~both~~ integrated ~~and~~with each other and tenures are visually indistinguishable from one another;

d) ~~d)~~ Delivering 40% of all ~~net additional units to be~~ new homes as affordable housing ~~through a combination of public funding, investment by institutional investors, registered providers~~(see Policy 13b: Affordable housing and Policy 27: Planning Contributions~~developer contributions (see Policy 13b: Affordable housing and Policy 27: Planning Contributions);~~);

e) ~~e)~~ Ensuring that appropriate provision is made in suitable locations for a broad range of specialist housing reflecting local needs, such as accommodation for older people, ~~and~~disabled people ~~with disabilities~~, or ~~others~~other groups needing specialist housing.

~~The Area Action Plan makes provision for at least 8,000 net dwellings in accordance with the distribution set out in the table below and the Area Action Plan Spatial Framework. Residential units in addition to the table below will need to be considered alongside the other policies of the Area Action Plan and adopted local development plan. Particular reference is drawn to Policy 22: Managing motorised vehicles , to ensure that future development does not compromise the trip budget for the area.~~

~~Development Parcel~~	~~Minimum net additional dwellings~~
~~Anglian Water / Cambridge City Council site~~	~~5,500~~
~~Cambridge Business Park~~	~~500~~
~~Cambridge Science Park~~	~~0~~
~~Chesterton Sidings~~	~~730~~

~~Cowley Road Industrial Estate~~	~~500~~
~~Merlin Place~~	~~120~~
~~Milton Road Garage Site~~	~~100~~
~~Nuffield Road Industrial Estate~~	~~550~~
~~St Johns Innovation Park~~	~~0~~
~~Trinity Hall Farm Industrial Estate~~	~~0~~

~~While the majority of new homes will be provided in higher density apartment blocks,~~

~~**Total**~~	~~**8,000**~~

~~there is scope for an element of family sized homes (2+ bedroom) to be delivered and for institutional housing to cater for specialist needs.~~

Policy 13b: Affordable housing

~~*Figure : Infographic showing approach to creating affordable homes in North East Cambridge*~~

The Area Action Plan requires at least 40% of all new homes within the area to be delivered as affordable housing. To achieve this, all housing developments that ~~provides~~provide 10 or more ~~net additional~~ dwellings should deliver genuinely affordable housing thatPolicy 27: Planning Contributions~~incorporate~~ meets the following requirements:

~~e)~~h) Within the affordable housing ~~in line with , in accordance with~~secured, the following proportions ~~and tenures set out the latest local~~of each affordable housing ~~guidance, and must consider as a minimum:~~ tenure should be provided:

v. 25% First Homes,

vi. 55% affordable rent homes,

vii. 5% social rent homes, and

viii. 15% shared ownership homes or other forms of affordable home ownership as appropriate.

~~Affordability of the homes .~~

- ~~Affordable Private Rent homes should be provided within Build to Rent developments, as set out in~~ **Error! Not a valid bookmark self-reference.** ~~An assessment of unmet housing need based on the latest evidence;~~
- ~~The existing supply of affordable housing in the local area, including the size and type of affordable tenure;~~

Variations to the above affordable housing tenure proportions will need to be agreed with the Councils' Housing Services, having regard to such matters as site specific circumstances, affordable housing demand on the Councils' housing registers, existing housing mix in the surrounding area, affordability and viability.

~~f)~~i) ~~Early involvement of the Greater Cambridge Shared Planning Service,~~

- The homes are affordable in the context of local rent levels, house prices and local incomes, having regard to the Greater Cambridge Housing Strategy Annexe 11: Setting of Affordable Rents~~;~~
- ~~The financial viability of the proposed scheme.~~

~~It is expected that a minimum of 60% of the affordable homes will be social/affordable rent (i.e. housing currently set at Social and/or Affordable Rents)~~ (2021) or a successor document, and in terms of living costs having regard to ~~provide a balanced mix appropriate to the development but still prioritising this tenure.~~

~~Housing Services and registered providers in site discussions~~their location and design as set out in Policy 16: Sustainable Connectivityand Policy 3: Energy and associated infrastructure~~is strongly encouraged at the pre-application stage, in order to ensure that the affordable housing will meet relevant standards, respond to the latest evidence of need, and achieve planning and site management requirements. ;~~

~~g)~~i) ~~not~~to be informed by the latest evidence of needs (see Policy 13a: Housing ~~Given the aim to create a mixed community, the expectation is that on-site provision is the most appropriate to achieve this aim.~~The size and type of any affordable housing ~~design should:~~

- ~~follow the agreed standards set out in ;~~

Provision~~visually distinguishable from market~~), including the need identified on the Councils' housing ~~by its external appearance~~registers and in other

relevant data published or endorsed by the ~~space standards adopted;~~Councils;

~~h)~~k) The layout of affordable housing provision should Policy 9: Density, heights, scale and massingbe well integrated and distributed across the site in groups of affordable homes and not be confined to less prominent parts of the site as a whole or any individual location, in accordance with the guidance provided in the Greater Cambridge Housing Strategy Annexe 10: Clustering and Distribution of Affordable Housing~~.~~ (2021) or a successor document, and

~~It is also recognised that Build to Rent Schemes deliver fewer than 40% affordable This policy recognises that tenure and rent levels alone do not achieve affordability, and as such this policy is intended to be considered alongside those that contribute to the living costs associated with the location and design of someone's home. These policies include:~~

~~, as homes that are highly energy efficient can lead to reduced utility costs, making homes more affordable to live in; and~~

~~as homes located near employment centres, active travel facilities and public transport links also reduce the cost of living for households, particularly benefiting those on lower to middle incomes.~~

~~homes, and that this shortfall needs to be made up for by other schemes coming forward in North East Cambridge.~~

l) Be provided on site to create a mixed and balanced community, unless off-site provision or an appropriate financial contribution in lieu can be robustly justified.

Where an applicant raises concerns with the financial viability of a proposed scheme the onus will be on them to demonstrate particular site circumstances to justify the need for a viability assessment, in line with paragraph 58 of the NPPF (2021).

Policy 13c: Build to Rent

Build to Rent should be provided in a balanced way across North East Cambridge without it being the dominant typology of homes in any location, to ensure that

specific areas contain mixed housing types and tenures, in line with Policy 1: A comprehensive approach at North East Cambridge and Policy 13a: Housing Provision~~Policy 1: A comprehensive approach at North East Cambridge and Policy 13a: Housing.~~. To achieve this schemes that prioritise the distribution of Build to Rent across developments will be preferred. No more than 10% of the total ~~housing~~homes permitted across the Area Action Plan area as identified in Policy 13a: Housing Provision should be Build to Rent~~, i.e. a maximum of 800 homes across North East Cambridge.~~.

Any Build to Rent developments should meet the requirements as set out in the Greater Cambridge Housing Strategy Annexe 9: Build to Rent~~scheme must~~ (2021) (or successor documents), and comply with the following:

a) ~~a)~~ individual schemes to be under common ownership and management control for the long term, with both the Affordable Private Rent homes and the market Build to Rent homes under the same management;

b) ~~b)~~ dwellings to be retained as Build to Rent under a covenant for at least 15 years with a clawback mechanism and compensation mechanism if the covenant is broken;

c) ~~c)~~ include a minimum of 20% Affordable Private Rent ~~units,~~ homes (which will ~~be counted towards~~ form part of the overall 40% affordable housing ~~figure~~requirement across the Area Action Plan area) and these shall be maintained as affordable in perpetuity;

d) ~~d)~~ the Affordable Private Rent homes must have a minimum rent discount of 20% compared to equivalent local private rent homes, inclusive of service charges and taking into account up to date evidence on local rent levels and incomes;

e) the Affordable Private Rent homes to be evenly distributed throughout the development and reflect the overall mix of unit sizes being delivered through the Build to Rent provision;

~~d)~~f) ensure all units are self-contained and as new homes they must meet the accessibility and internal and external space standards set out in Policy 11: Housing design standards~~;~~;

~~e)~~g) ~~e)~~ offer rent certainty for the period of the tenancy. Any rent review provisions are to be made clear to the tenant before a tenancy agreement is

signed, including any annual increases which should always be formula-linked;

f)h) f) offer longer tenancies (of three years or more) to for all tenants who want them, and break clauses for tenants, which would allow a tenant to end the tenancy with a month's notice any time after the first six months;

g)i) g) have on-site management,. This does not necessarily mean full-time dedicated on-site staff, but all schemes need to have systems for prompt resolution of issues and some daily on-site presence; and

h)j) h) ensure providers have a complaints procedure in place.

Affordable private rent

At least 20% of units developed as part of Build to Rent schemes in North East Cambridge will be affordable private rent delivered on site. This will contribute to the 40% affordable homes target of Policy 13a: Housing and Policy 13b: Affordable housing. These should be targeted to local workers where possible to comply with Policy 13d: Housing for local workers..

Affordable private rent is considered to be:

- a minimum rent discount of 20% for equivalent local private rent homes, inclusive of service charges, taking into account up to date evidence on local rent levels and incomes;
- held under common management control together with the market homes;
- evenly distributed throughout the development physically; indistinguishable from market rent units in terms of quality and size; and

maintained as affordable in perpetuity.

The Section 106 Agreement should establish rent setting, review, monitoring, and clawback arrangements as well as the eligibility criteria for the Affordable Private Rent.

Policy 13d: Housing for local workers

Due to the significant affordability challenges for many local workers that serve the residents and businesses of Greater Cambridge, it is expected that ~~developments including affordable private rent as part of their~~an element of the affordable housing ~~allocation demonstrate how these homes~~provided within the North East Cambridge Area Action Plan area will be targeted to meet local worker need.

Development proposals for purpose built Private Rented Sector homes, such as Build to Rent, which are offered to employers within and adjacent to North East Cambridge on a block-lease basis will be supported. ~~This can include whole developments or parts of developments.~~ These schemes still need to meet the requirements of Policy 13a: Housing Provision, Policy 13b: Affordable housing and Policy 13b: Affordable housing

The Area Action Plan requires at least 40% of all new homes within the area to be delivered as affordable housing. To achieve this, all housing developments that provide 10 or more dwellings should deliver genuinely affordable housing thatPolicy 27: Planning Contributions meets the following requirements:

~~i)~~m) Within the affordable housing secured, the following proportions of each affordable housing tenure should be provided:

ix. 25% First Homes,

x. 55% affordable rent homes,

xi. 5% social rent homes, and

xii. 15% shared ownership homes or other forms of affordable home ownership as appropriate.

Affordable Private Rent homes should be provided within Build to Rent developments, as set out in **Error! Not a valid bookmark self-reference.**.

Variations to the above affordable housing tenure proportions will need to be agreed with the Councils' Housing Services, having regard to such matters as site specific circumstances, affordable housing demand on the Councils' housing registers, existing housing mix in the surrounding area, affordability and viability.

i)n) The homes are affordable in the context of local rent levels, house prices and local incomes, having regard to the Greater Cambridge Housing Strategy Annexe 11: Setting of Affordable Rents (2021) or a successor document, and in terms of living costs having regard to their location and design as set out in Policy 16: Sustainable Connectivityand Policy 3: Energy and associated infrastructure;

k)o) The size and type of any affordable housing to be informed by the latest evidence of needs (see Policy 13a: Housing Provision), including the need identified on the Councils' housing registers and in other relevant data published or endorsed by the Councils;

l)p) The layout of affordable housing provision should Policy 9: Density, heights, scale and massingbe well integrated and distributed across the site in groups of affordable homes and not be confined to less prominent parts of the site as a whole or any individual location, in accordance with the guidance provided in the Greater Cambridge Housing Strategy Annexe 10: Clustering and Distribution of Affordable Housing (2021) or a successor document, and

q) Be provided on site to create a mixed and balanced community, unless off-site provision or an appropriate financial contribution in lieu can be robustly justified.

Where an applicant raises concerns with the financial viability of a proposed scheme the onus will be on them to demonstrate particular site circumstances to justify the need for a viability assessment, in line with paragraph 58 of the NPPF (2021).

Policy 13c: Build to Rent~~40% affordable housing target. (see also Policy 8d: Build to Rent).~~.

Policy 13e: ~~Custom Build~~Self and custom build housing

On ~~major~~residential developments~~, 2%~~ of ~~net additional~~20 dwellings or more, 5% of all new homes should be brought forward as self or custom ~~finish units.~~ build homes.

Given the high-density nature of North East Cambridge, it is expected that these ~~would~~self or custom build homes will be provided as custom finish units in the form

of houses or apartments built to a shell finish where occupiers determine the final layout and internal finish. This could include the location of internal walls, doors and fittings. ~~Developers should clearly set out how the need for custom finish has been considered and addressed within development proposals.~~

All self and custom ~~finish units~~build homes need to meet the accessibility and space standards set out in Policy 11: Housing design standards~~Policy 11: Housing design standards.~~.

Where self or custom build unit(s) have been made available and appropriately marketed for at least 12 months and have not been sold, the unit(s) may be built out without the custom finish requirement.

Applicants should clearly set out how the need for self and custom build homes has been considered and addressed within their development proposals.

Community led self or custom build projects will be permitted where the community has formed an organisation as required by the national self and custom build legislation and their proposed development is compliant with the policies within the Area Action Plan.

Policy ~~13e:~~ 13f: Short term/corporate lets and visitor accommodation

New visitor accommodation

Proposals for new purpose-built visitor accommodation will be supported subject to:

a) ~~a)~~ there being a proven need for visitor accommodation to serve the area;
b) ~~b)~~ the development will not result in the loss of existing housing;
c) ~~c)~~ it being located in a district or local centres or within a business or science park;
d) ~~d)~~ the accommodation provided should be of high-quality with wheelchair accessible units/rooms and communal spaces;
e) ~~e)~~ Proposals should minimise need to travel by private vehicle and should promote sustainable modes of transport.

Serviced apartments, if approved, will be conditioned so that they cannot be used for permanent residential use.

Conversion of existing visitor accommodation to residential use

Where planning permission is required, proposals to change purpose-built serviced apartment units (excluding apart-hotels) to residential use will only be supported in circumstances where the whole block of units are converted and not sub-divided, including the application of the relevant housing policies and relevant affordable housing provision.

Conversion of existing residential uses to visitor accommodation

Proposals to change residential units or land in residential use to visitor accommodation will only be supported in exceptional circumstances where it can be proven that the conversion will:

~~a.~~ not adversely affect ~~the supply or affordability of local housing including rental values;~~

a) ~~not adversely affect resident's~~residential amenity and sense of security;
b) not adversely affect the local area's character or community cohesion either individually or cumulatively;
c) for proposals involving the whole block of units, include a service management plan, agreed by the local planning authority and conditioned as appropriate which will cover all planning ~~relating~~related aspects of the use of the site that will facilitate and minimise planning enforcement of the site~~.~~

Why we are doing this

Relevant Objective: 1, 2, 3, 4, 5

The adopted ~~2018~~ Local Plans for Cambridge City and South Cambridgeshire District Councils identify the need for 33,500 new homes across Greater Cambridge ~~to cover the period until~~between 2011 and 2031. Both plans identify North East Cambridge as a key location for future growth, with the total amount to be determined through the preparation of this Area Action Plan ~~and are not part~~. However, the delivery of housing within this area is not included within the housing supply that the Councils are relying upon to achieve the housing requirements in the

adopted ~~2018~~ Local ~~Plans' numbers. It is anticipated that~~Plans. The Greater Cambridge Local Plan: First Proposals (2021) identifies the new homes at North East Cambridge ~~can therefore make a significant~~as being an important contribution ~~to~~towards meeting the preferred housing requirement for the ~~emerging~~new Greater Cambridge Local Plan.

Higher density mixed-use development at North East Cambridge will make efficient use of previously developed brownfield land and maximise the benefits to the local area (see Policy 9: Density, heights, scale and massing~~Policy 9).~~). Comprehensive development within the Area Action Plan area will ensure that development will make a significant contribution towards meeting the housing needs of the community.

Development at North East Cambridge ~~will need to~~should provide a range of ~~homes~~housing sizes, types and tenures to meet local housing need for potential residents including single person households, families, older people, people who require specialist ~~accommodation~~housing and people wishing to customise their own homes at the construction stage. Such provision will help support housing diversity and sustainable ~~good~~ growth across Greater Cambridge. ~~Specialist accommodation, including older persons and people with disabilities, should be located within close walking distance~~Proposals promoting mono-tenure development are not likely to ~~local facilities and services.~~ be supported.

~~The~~ Our evidence has identified a need for new specialist housing ~~topic paper currently identifies~~within Greater Cambridge, and therefore it is expected that ~~development at~~ North East Cambridge ~~should provide the range of~~ , alongside other sites across Cambridge and South Cambridgeshire, will contribute towards delivering specialist housing ~~sizes, types and tenures set out in the policy. Nevertheless,~~ schemes to meet this need. Those in need of specialist housing are not a homogeneous group and therefore new developments will need to provide a broad range of specialist housing reflecting both local needs and the nature and design of North East Cambridge. Specialist housing, including accommodation for older persons and disabled people, should be located within close walking distance to local facilities and services.

It is recognised that ~~this identified need is subject to~~ housing needs may change ~~based on a range of factors and~~during the long build out of North East Cambridge.

Therefore, residential development proposals should respond to the latest ~~housing evidence. It is therefore important that applicants engage with~~ evidence on housing need published or endorsed by the Councils. Early involvement of the Greater Cambridge Shared Planning Service ~~through the pre-application process to confirm the latest evidenced need to inform residential development proposals.~~, the Councils' Housing Services, Registered Providers, and Cambridgeshire County Council in site discussions and design is strongly encouraged, in order to ensure that the housing, particularly affordable housing and specialist housing, provided will meet relevant standards, respond to the latest evidence of need, and achieve planning and site management requirements.

The Councils, along with other neighbouring local authorities, have commissioned an Accommodation Needs Assessment of Gypsies, Travellers, Travelling Showmen and Bargee Travellers and other Caravan and Houseboat Dwellers in the Cambridge Sub-Region Housing Market Area. The coronavirus pandemic has delayed the completion of the face-to-face survey elements of this assessment, such that it is not expected until the end of 2021. Low density housing, such as ~~Travellers accommodation~~accommodation for Gypsy and Travellers, Travelling Showpeople, and those who choose to reside in caravans, is unlikely to optimise the development potential of North East Cambridge ~~and~~. It is therefore not consistent with the ~~NPPF~~National Planning Policy Framework which requires development to make efficient use of land, in particular brownfield sites in close proximity to public transport hubs.

Affordable housing

Greater Cambridge is an expensive place to live. High demand and limited supply, combined with a strong local economy, contribute to the high cost of renting or owning a home in the ~~city~~area. Housing options for households on low and medium incomes are limited and make many of these households reliant on social or affordable rents~~.~~ or other forms of affordable housing. As identified in the Greater Cambridge Housing Strategy 2019-2023, 'affordable rent' (up to 80% of market rents) is unaffordable to many, ~~which has created~~especially those on low incomes. There is also a growing 'affordability gap' where middle income households are being squeezed out of the market; with limited housing options for low cost home

ownership or within the private rented sector. The demand for housing for these groups far outstrips the current supply.

The provision of ~~truly~~genuinely affordable housing ~~in close proximity to employment opportunities and transport links at North East Cambridge~~ is a priority for both Councils. All residents in Greater Cambridge should be able to access affordable ~~accommodation~~ housing that meets their needs to ensure that the ~~city~~area can meet its ~~accommodation~~ housing needs in a sustainable way~~.~~ and to address poverty and inequality. In order to support this objective at least 40% of ~~net additional dwellings~~ all new homes delivered at North East Cambridge will be required to be provided as affordable ~~to enable the Councils to work towards meeting their wider~~ housing ~~needs and addressing inequality.~~ . The ~~above~~ policy seeks to maximise the supply of new affordable housing without constraining overall housing delivery, and ~~will be subject to~~ this has been demonstrated to be deliverable at North East Cambridge through whole plan viability testing. ~~It also recognises that there may be affordability issues with regard to household expenses that can be addressed on a scheme by scheme basis to manage affordability.~~

The policy ~~requires that a minimum of 60% of~~ seeks an affordable ~~homes to be provided at social/affordable rents and 40% through the provision of a range of intermediate housing products, as evidenced in the~~ Housing Topic Paper (2020)[MP49]~~. This takes into account the high level of need for social/affordable rent homes, but also presents opportunities around newly emerging affordable housing tenures to create a more~~ housing tenure mix that will deliver homes to meet a wide range of housing needs and create a mixed and balanced community ~~by housing tenure and housing income and to meet a wider range of housing needs.~~

~~Providing truly affordable homes at North East Cambridge means ensuring that alongside the provision of social/affordable rent, a range of intermediate products is delivered on the site to meet the widest range of needs including local~~ , therefore providing for different households ~~on middle~~and household incomes. ~~Intermediate housing is housing other than~~ A high proportion of social~~/~~ and affordable rent homes are sought to recognise that Cambridge and South Cambridgeshire are areas of high affordability pressure~~meets the definition of~~ . Other affordable housing~~, including affordable routes to home ownership~~ tenures, such as ~~Rent to Buy and Shared~~

~~Ownership, which provides~~First Homes, shared ownership, and other affordable home ownership products, are sought to provide opportunities for households who would struggle to buy or rent on the open market ~~to purchase a share in a new home and pay a rent on the remaining unsold share.~~.

Affordable Housing Allocations and Local Lettings Plans will be secured through a legal agreement to achieve the delivery of mixed and balanced communities and where appropriate will be used to prioritise housing such as for local workers or for specific groups of people.

This policy recognises that for homes to be 'genuinely' affordable, tenure and rent levels alone do not achieve affordability, and as such this policy is intended to be considered alongside those that contribute to the living costs associated with the location and design of someone's home. Homes that are highly energy efficient (see Policy 3: Energy and associated infrastructure) can lead to reduced utility costs, making homes more affordable to live in, and homes located near employment centres, active travel facilities and public transport links (see Policy 16: Sustainable Connectivity~~To respond to variable national and local economic conditions and policy requirements, the balance between different affordable tenure types needs to be informed by the latest evidence. The policy requires a minimum of 60% social and affordable rent homes that ensure North East Cambridge is accessible for the widest range of people. This tenure makes up of this 60% needs to be agreed in line with the latest evidence and therefore the policy recommends that developers engage in pre-application discussions with the shared planning service to define this.~~

) reduce the cost of living for households, particularly benefiting those on lower to middle incomes.

Build to Rent

As part of the plan making process, the National Planning Policy Framework requires local planning authorities to take into account the need for a range of housing types and tenures in their area including provisions for those who wish to rent. In Greater Cambridge, there is significant rental demand ~~from young professionals~~ to live in ~~the city centre.~~Cambridge and our evidence shows that North East Cambridge provides

an opportunity for Build to Rent developments to meet some of this demand. Build to Rent schemes ~~can make a contribution~~will provide housing choice within North East Cambridge, as well as contributing to increasing local housing supply and accelerating delivery on individual sites. ~~Build to Rent developments can play an important role in providing overall housing choice within North East Cambridge~~

The policy seeks to manage the number and clustering of Build to Rent schemes across the Area Action Plan area.Policy 1: A comprehensive approach at North East Cambridge North East Cambridge is anticipated to deliver approximately 8,350 homes and therefore the cap of 10% as set out in Policy 13b: Affordable housing

The Area Action Plan requires at least 40% of all new homes within the area to be delivered as affordable housing. To achieve this, all housing developments that provide 10 or more dwellings should deliver genuinely affordable housing thatPolicy 27: Planning Contributions meets the following requirements:

~~m)~~r) Within the affordable housing secured, the following proportions of each affordable housing tenure should be provided:

xiii. 25% First Homes,

xiv. 55% affordable rent homes,

xv. 5% social rent homes, and

xvi. 15% shared ownership homes or other forms of affordable home ownership as appropriate.

Affordable Private Rent homes should be provided within Build to Rent developments, as set out in **Error! Not a valid bookmark self-reference.**.

Variations to the above affordable housing tenure proportions will need to be agreed with the Councils' Housing Services, having regard to such matters as site specific circumstances, affordable housing demand on the Councils' housing registers, existing housing mix in the surrounding area, affordability and viability.

~~n)~~s) The homes are affordable in the context of local rent levels, house prices and local incomes, having regard to the Greater Cambridge Housing Strategy Annexe 11: Setting of Affordable Rents (2021) or a successor document, and in terms of living costs having regard to their location and

design as set out in Policy 16: Sustainable Connectivityand Policy 3: Energy and associated infrastructure;

~~o)~~t) The size and type of any affordable housing to be informed by the latest evidence of needs (see Policy 13a: Housing Provision), including the need identified on the Councils' housing registers and in other relevant data published or endorsed by the Councils;

~~p)~~u) The layout of affordable housing provision should Policy 9: Density, heights, scale and massingbe well integrated and distributed across the site in groups of affordable homes and not be confined to less prominent parts of the site as a whole or any individual location, in accordance with the guidance provided in the Greater Cambridge Housing Strategy Annexe 10: Clustering and Distribution of Affordable Housing (2021) or a successor document, and

v) Be provided on site to create a mixed and balanced community, unless off-site provision or an appropriate financial contribution in lieu can be robustly justified.

Where an applicant raises concerns with the financial viability of a proposed scheme the onus will be on them to demonstrate particular site circumstances to justify the need for a viability assessment, in line with paragraph 58 of the NPPF (2021).

Policy 13c: Build to Rent~~There are some fears that large concentrations of Build to Rent would undermine placemaking as it could lead to more short-term tenants and transient communities.~~

~~To help mitigate this, under the National Planning Policy Framework, Build to Rent is normally expected to~~ will limit Build to Rent homes to around 835 homes. This cap will ensure that across the Area Action Plan area together all new development can make provision for the necessary social and physical infrastructure, meet the requirement for at least 40% affordable housing, and not undermine the placemaking principles of creating balanced and mixed communities.

Build to Rent developments at North East Cambridge will need to meet all relevant housing standards, be of a high design quality, offer longer-term tenancies than normally available in the private rented sector~~. Build to Rent schemes are also~~

~~normally~~ , and are expected to be under single ownership~~, which can provide a greater~~. These requirements secure a commitment to, and investment in, placemaking ~~as they are subject to single management standards.~~

~~The Councils accept that there is a demand for Built to Rent homes within Greater Cambridge and specifically at North East Cambridge and that Build to Rent schemes can deliver homes at a faster rate than conventional market housing. Nevertheless, it is critical that North East Cambridge provides a range of new homes of different types and tenures. The over proliferation of Build~~commensurate to other forms of housing. Policy 1: A comprehensive approach at North East Cambridge~~Rent homes within North East Cambridge has the significant potential to undermine good placemaking principles of creating balanced and mixed communities. To ensure that Build to Rent can make a strong contribution to good growth without undermining placemaking or impacting affordable housing targets, the policy therefore seeks to manage the number and clustering of Build to Rent schemes across the Area Action Plan area to achieve a balanced community in line with .~~

~~To achieve the Area Action Plan's objectives, it is encouraged that developers wishing to include Build to Rent within their schemes engage pre-application discussions with the shared planning service to ensure that~~The policy reflects the ~~proposal is responsive to the latest housing evidence on unit sizes and the tenure types~~current requirements as set out in the Greater Cambridge Housing Strategy Annexe 9: Build to Rent~~local area.~~ (2021).

~~Build to Rent proposals need to satisfy the eligibility criteria set out within this policy, and any subsequent BTR Policy adopted by the Councils, to ensure schemes are well managed and tenants have some choice in how long they can remain in their homes.~~ The mechanism for providing ~~affordable housing~~the Affordable Private Rent homes within these developments should be agreed with the Councils but is likely to be secured through a legal agreement. ~~Given the aim to create a mixed community, the expectation is that on-site provision is the most appropriate to achieve this aim.~~

Housing for local workers

~~North East Cambridge has the potential to be transformed from an edge of city employment centre into a truly mixed used neighbourhood where the majority of~~

journeys are made via active travel.Both Councils signalled an ambition forin the Greater Cambridge Housing Strategy 2019-2023 to work with local employers to provide accommodation that can support local workers. North East Cambridge is that it designateshas the potential to provide some housing for local workers, both through specific targeting of affordable homes to local workers and by including some which could potentially be block-leased Private Rented Sector homes that are tethered to specific employers inwithin or adjacent to the Area Action Plan area. for the purposes of meeting the housing needs of their employees. This couldwill help ensure that housing on the site is suitable and sufficiently affordable for local workers on a range of incomes.

Both Councils signalledSuch an ambition in the Greater Cambridge Housing Strategy to work with local employers to provide accommodation that can support local workers. South Cambridgeshire prioritises exploring helping businesses to provide homes for their workers; and considering whether there are specific requirements to provide essential local worker accommodation as part of the overall mix of housing. Cambridge City Council has prioritised other mechanisms, including providing some priority to those in employment in the allocation of social/affordable rent where appropriate.

To meetapproach will also help deliver upon the Area Action Plan's ambitions of low car ownership and creating a cohesive inclusive community, homes should be prioritised for local employment sites to support the local economy.. In establishing the link between employment and residential uses, and by integrating homes and workplaces, not only are trips taken off the road, but the operational cost of living is reduced, thereby contributing to the commitment of trulygenuinely affordable homes outlined in Policy 13a: Housing Provision and Policy 13b: Affordable housing.

Block leasing for the purposes of this policy refers to a number of Build to Rent units within a development being leased by one employer or company within or adjacent to North East Cambridge for the purposes of housing their staff. Overall management of the Build to Rent units within the block remains the responsibility of the Build to Rent operator.

~~**Custom finish**~~The eligibility criteria for the local workers will be agreed with the Councils through a legal agreement and/or Local Lettings Plan.

Self and custom build housing

The Councils have a duty to identify ~~land or plots which~~ supply for enough suitable self and/or custom build units to meet the ~~needs~~identified demand of those registered on ~~their Self-Build and Custom Housebuilding Registers. There are currently at least four community groups looking to build their own homes in the~~ the Greater Cambridge ~~area through community-led housing models, and just under 400 applicants have registered an interest in self and/or custom build housing across Cambridge City and South Cambridgeshire.~~Self and Custom Build Register. To address some of this ~~need~~demand and to diversify the types of homes within the Area Action Plan area, North East Cambridge should ~~include~~make provision for self and custom build homes.

Due to the high-density nature of proposed housing within North East Cambridge, it is anticipated that the provision of ~~serviced plots for~~ self- and custom build housing ~~is unlikely to be feasible. Nevertheless, there are opportunities for development to provide self-finish apartments~~will take the form of custom finish units, where future occupiers are able to decide internal layouts and finishes. ~~In order to meet some of the need identified on the council's registers, and to diversity the types of homes within~~ Additionally, following the successful provision of a community led self build development at Marmalade Lane, within Orchard Park, there is similar opportunity within North East Cambridge.

Given likely changes in the level of demand over time for self and custom build units within North East Cambridge, ~~schemes of 11 units or more will be required to provide around 2% of new apartments to a self-finish standard.~~where provision of self or custom build units is not taken up, it is reasonable for the unit to be delivered without the self or custom build requirement provided that 12 months of appropriate marketing has been undertaken.

Visitor accommodation including corporate and short term lets

Other than traditional hotels, visitor accommodation such as apart-hotels and serviced apartments can take various forms. Some accommodation offered at apart-hotels and serviced apartments display characteristics associated with permanent, self-contained housing. Some is more akin to hotels, as a result of the type of services they provide, and, as such, may consequently result in different impacts to permanent housing. Apart-hotels and serviced apartments may therefore fall within the C1 Use Class or be a sui generis use, depending on their characteristics, such as (amongst others):

- presence of on-site staff/management
- presence of reception, bar and/or restaurant
- provision of cleaning and administrative services
- ownership or other tenure of units and/or ability to sell or lease on the open market
- minimum/maximum lease lengths.

Developers will be required to provide full details of the nature of the accommodation to be provided and the proposed terms of occupation when submitting a planning application for an Airbnb type use, new apart-hotels and serviced apartments.

Where proposals for apart-hotels or serviced apartments are considered to fall within C3 use class ~~proposals~~ or comprise sui generis uses which have the characteristics of a C3 use, such proposals will be conditioned accordingly, to ensure that these are not used as permanent residential units.

The Area Action Plan makes the provision for a significant amount of new homes and jobs. Visitor accommodation will contribute towards the functioning of the area and it is therefore appropriate that the Area Action Plan supports the principle of visitor accommodation. To minimise the impact of visitor accommodation on residential amenity and the use of private cars, visitor accommodation should be directed towards areas with good public transport with appropriate amenities, including the District and Local Centres, or within the business and science parks they are intended to serve.

All visitor accommodation buildings should achieve and maintain high-quality standards in terms of their environmental building standard/rating (see Policies 2 to 4) as well as the facilities and services they offer their occupiers.

The Councils will take steps to ensure that apart-hotel and serviced apartment units approved for use as visitor accommodation will not be used for any other purpose. This may include the imposition of conditions to ensure minimum and maximum lengths of stay (typically 90 days) and a restriction on return visits. Extensions to the 90-day maximum length of stay for serviced apartments, will only be considered on a case-by-case basis for a specific employer operating in the Area Action Plan area. This will ensure the area is able to cater for its own needs and not become a destination location for other hotel users. These will also be secured by condition or via a Section 106 agreement. If the business ~~where~~were to subsequently move away from the Area Action Plan area the extension would be terminated. Extended stays beyond 90 days is proposed to avoid putting additional pressure on the local housing market by discouraging the occupation of residential units by corporate lettings, for businesses operating within the Area Action Plan area.

Conversion of existing visitor accommodation to residential use

The conversion of existing visitor accommodation to residential use will be supported where the overall block or development is proposed to be changed. This will protect residential amenity and ensure effective management of the development. Applications to convert existing visitor accommodation to residential use will be subject to the housing requirements set out in Policy 13a: Housing Provision~~Policy 13a~~ and Policy 13b: Affordable housing~~13b.~~.

Conversion of existing residential uses to visitor accommodation

The ~~removal~~change in use of a residential ~~properties from the local housing market, either as~~property to informal online rental or ~~serviced apartments, creates imbalance and increases local rental values. It also undermines~~a services apartment, has the potential to undermine the character of the local area. The cumulative impact is a loss of housing supply and potential impacts to residential amenity and on community cohesion – both very important aspects of sustainable communities - by increasing the transitory nature of the community. It is important that residential units

are not subsequently lost to informal rental use or used as serviced apartments on a permanent basis to maintain the supply of housing and residential amenity.

~~**Conversion of existing residential uses to visitor accommodation**~~

In recent years, the use of online platforms such as Airbnb to rent out either whole or parts of a residential unit as temporary accommodation for a variety of occupiers has become quite prevalent in popular tourist locations and areas close to large employment centres. Although these services provide opportunity to support good growth in cities, the widespread and concentrated prevalence of this activity involving the whole (including part use) of the residential unit has many negative effects on surrounding local residents. These include:

- Loss of amenity space, privacy and enjoyment of their home resulting from patterns of behaviour of short-term tenants.
- Continual disruption caused by visitors moving in and out of the premises, disruptive occupants and associated servicing of the unit(s).
- Frequent rotation of unknown, neighbouring occupiers undermines residents' sense of security of living in their own homes.

In addition to those above, it also removes much needed housing from the existing local housing stock.

The Councils will only support the conversion of existing homes to visitor accommodation where impacts can be adequately addressed. Where a proposal involves the conversion of a whole block of units, a service management plan will need to be agreed by the local planning authority and conditioned, as appropriate covering all planning related aspects of the use of the site. This will ensure the site is properly managed to protect local amenity as well as facilitate and minimise planning enforcement of the site.

Evidence supporting this policy

- Greater Cambridge Housing Strategy 2019-2023 and Annexes
- Greater Cambridge Housing Strategy Annex 9: Build to Rent (2021)
- Greater Cambridge Housing Strategy Annex 10: Clustering and Distribution of Affordable Housing (2021)

- Greater Cambridge Housing Strategy Annex 11: Setting of Affordable Rents (2021)
- Cambridgeshire and West Suffolk Housing Needs of Specific Groups Study (GL Hearn, 2021)
- Housing Needs of Specific Groups Study – Addendum for Greater Cambridge (GL Hearn, 2021)
- Build to Rent Market in Greater Cambridge and West Suffolk (Savills, June 2020)
- Build to Rent Market Strategic Overview and Summary of Site-Specific Appraisals (Arc4, March 2021)

North East Cambridge Market Demand Appraisal Build to Rent

- ~~Evidence supporting~~ (Arc4, March 2021)

Topic Papers and other documents informing this policy

- Housing Topic Paper (~~2020)~~2021)
- ~~Greater Cambridge Housing Strategy (2019)~~Health Facilities and Wellbeing Topic Paper (~~2020~~2021)
- Anti-Poverty and Inequality Topic Paper (2021)

Monitoring Indicators

- Net additional homes permitted and completed
- Number of affordable homes ~~delivered on-site~~permitted and completed
- ~~Net additional~~Percentage of affordable homes by ~~district~~tenure permitted and completed
- ~~Range of homes delivered~~
- Monitor housing mix by number of ~~homes delivered for local workers~~bedrooms
- Net additional Build to Rent dwellings permitted and completed
- Proportion of Build to Rent dwellings permitted and completed that are ~~affordable~~

- ~~Financial contributions secured and received towards off-site~~classified as affordable ~~housing~~rent
- Number of self and custom ~~finished~~build homes ~~delivered~~permitted on-site

- ~~Number of visitor accommodation units provided on-site~~
- Monitoring C1 (Hotels)

Policy links to the adopted Local Plans

- **Cambridge Local Plan**
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 45: Affordable housing and dwelling mix
- Policy 47: Specialist housing
- Policy 48: Housing in multiple occupation
- Policy 50: Residential space standards
- Policy 51: Accessible homes
- Policy 52: Protecting garden land and the subdivision of existing dwelling plots
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- ~~Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change~~Policy 77: Development and expansion of visitor accommodation

South Cambridgeshire Local Plan

- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy E/20: Tourist Accommodation
- Policy H/8: Housing Density
- Policy H/9: Housing Mix

- ~~Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station~~
- ~~Policy HQ/2: Public Art and New Development~~

- Policy H/10: Affordable Housing
- Policy SC/4: Meeting Community Needs
- ~~Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station~~
- Policy TI/2: Planning for Sustainable Travel

~~5.3~~6.3 Social, community and cultural facilities





Figure ~~:~~33: Locations for anticipated new social, community and cultural facilities within North East Cambridge

Social and community facilities are a vital part of ensuring that communities' day to day needs are met, as well as fostering wellbeing, social interaction, lifelong learning and cultural exchange. New social infrastructure in North East Cambridge should meet the needs of existing and new communities without duplicating what is already accessible to the area.

We expect development to deliver a range of identified facilities ~~which evidence shows will be needed. These facilities~~, that should be multi-functional, accessible to all, and well-integrated with other uses. This policy sets out what facilities we expect to be built and how this is to be achieved.

~~**What you told us previously**~~

- ~~You supported the provision of community and leisure facilities that encourage social inclusion.~~

- You suggested that North East Cambridge could provide high-quality public spaces for cultural and community-led events throughout the day and in the evenings. Comments told us that spaces should be multi-functional and accessible to encourage community connectivity with open space to support health and well-being in North East Cambridge.
- Comments suggested that the inclusion of existing educational facilities surrounding the development e.g. Cambridge Regional College (CRC) would be important and could be utilised as an opportunity for education intensification.
- Many comments were in support of providing a range of community and cultural spaces in flexible, small and large facilities. Generally, meeting spaces such as local libraries, community meeting points and multi-functional flexible spaces are supported.
- Comments raised the need to provide a range of education facilities including specialised and essential education with the consideration of a secondary school on-site. Comments also noted that education provision could be meet both on and off-site.
- There was support for including performing arts and creative spaces integrated in mixed-use facilities to meet the needs of community theatre groups.
- Many comments supported the need for access to health care facilities such as a doctor's surgery or pharmacy. Some comments suggested the need to connect with existing facilities such as the Shirley School and Health Centre on Nuffield Road to ensure coverage of North East Cambridge and surrounding areas.
- Comments reflected the need to provide formal and informal recreational areas for various ages and abilities to use, with child-friendly facilities positioned in walking distance of the surrounding areas. A youth or community centre was supported to ensure the local community had meeting points and a place for events to take place.
- Some comments supported the importance of creating accessible spaces without having to travel off-site for these facilities.

- Comments raised the need to create better links to the existing facilities including Cambridge Regional College Sports Centre and Milton Country Park.
- Comments highlighted the need for nurseries, schools, health facilities, libraries, community centres and other facilities in order create a thriving community where new provision is safe, attractive and of high-quality with building designs contributing to the feeling of open space.
- **How your comments and options have been taken into account**
- The proposed policy facilitates the opportunity to provide a mixed-use flexible site contributing to the sense of community in the area. The Area Action Plan provides a range of facilities including primary services, high-quality public spaces and community facilities that reflect the needs of the local area and encourages social cohesion.
- The Area Action Plan will provide a variety of services including schools, health centres, libraries, day care and nurseries and community amenity spaces. Facilities will include both formal and informal spaces to allow for flexible use and changing requirements over the long term and support a range of needs including arts and performance, cultural activities and as a place of worship.
- The policy and wider Area Action Plan encourages accessibility and connectivity to surrounding existing facilities while providing spaces that can function throughout the day and in the evenings.
- A Cultural Placemaking Strategy has been prepared to provide an understanding of what community facilities are needed to ensure that the emerging and existing communities are supported.

Policy 14: Social, community and cultural infrastructure

Development proposals for newshould be supported by the necessary and timely delivery of community, cultural and leisure facilities will be supported where it meets identified localto support the needs. of the development.

Proposals should providedemonstrate how they will deliver high-quality, multi-functional spaces for different ages and abilities which encouragesencourage inclusivity and social cohesion. They should seek to take full advantage of opportunities to maximise flexible spaces that are accessible not just in terms of physical distance and location but also in terms of availability. FacilitiesProposals

should ensure early provision of operational facilities in the development process, allowing for a range of uses and users (including workers not just residents). Facilities should be available throughout the day and ~~evening, subject to any relevant amenity concerns~~outside of normal working hours, year-round. ~~Definitions of facilities should refer to those provided in the Cambridge Local Plan 2018, Table 8.2 & 8.3 unless otherwise defined in the Area Action Plan. Uses shall~~This will be ~~located to complement rather than conflict with neighbouring uses. Subject to any relevant~~subject to addressing any potential health and quality of life / amenity issues (see Policy 25~~),~~). Individual proposals providing community, cultural, sports or leisure facilities that broaden the choice of these uses will be supported, maximising the long-term economic sustainability of multi-use facilities. Proposals for new social, community and cultural infrastructure should make provision for community access.

The minimum required on-site social ~~and~~, community and cultural infrastructure provision has been identified as the following:

~~•~~ ~~3~~2 primary schools (inclusive of nursery provision~~)~~

- ~~•~~ ~~Safeguarded land for a secondary school (~~), plus one safeguarded at Greenway Local Centre if needed~~)~~ to meet future needs
- ~~•~~ Visual and performing arts hub (including production studios, gallery/museum and theatre/community conference space)

~~• Community room~~

~~• Nursery (pending further engagement with Cambridgeshire County Council)~~

- ~~•~~ Community garden and food growing spaces
- ~~•~~ Library and community centre

~~• Health provision (pending further engagement with health providers)~~

~~• Indoor sports and swimming provision (pending further engagement with Sports England and through the updating of the Sport Strategies for both Councils)~~

- Health hub

Formal outdoor sports courts and a Five Court Indoor Sports Hall Opportunities to co-locate complementary social facilities such as health centres, libraries, day care

and nurseries which provide flexible floorspaces should be maximised~~.~~, as well as communal rooms and spaces within individual developments. These should ensure all buildings make the best use land and reduce the need for people to have to travel to access a variety of different but related services and help foster a sense of community within residential buildings. Early engagement with infrastructure providers, partners and community organisations should be undertaken at an early stage of the development proposal.

Opportunities should be explored and taken to make sure these new facilities are affordable and accessible for existing and new residents and employees.

Development proposals including residential development should provide 0.1 ha of outdoor formal sports courts per 1,000 people as part of the development. Proposals for all formal sports facilities should conform with any relevant sports strategies for the Councils. Ancillary uses for sports or leisure facilities provided within an employment development will be supported, subject to any relevant amenity issues being addressed. The size of these facilities should be commensurate to the demand generated by the employment development to avoid undermining the long-term economic sustainability of equivalent public facilities. Such spaces should also explore the opportunity to offer these spaces to other users within and outside of normal working hours.

Development proposals should provide a Sports Strategy (also known as a Facilities Development Plan) setting out the details of specific facilities to be developed, the rationale and need for these.

Sports facilities that should be retained on-site include:

- ~~•~~ Cambridge Regional College (Sports Hall & Centre including Badminton Club and ~~outdoor3G~~outdoor 3G pitch)
- ~~•~~ Revolution Health & Fitness Club (or any future equivalent)
- ~~•~~ The Trinity Centre exhibition and event complex (or any future equivalent)

Proposals for the redevelopment of existing social, community and cultural facilities will be supported where this secures enhanced re-provision on-site or on an

alternative site which improves accessibility and the facilities long term financial viability.

The loss of a facility or site that was last in use as a community, sports or leisure facility will only be permitted if it is demonstrated that:

- ~~•~~ There is no longer a need for that facility;
- ~~•~~ There are adequate similar facilities within walking distance that offer equivalent provision; or
- ~~•~~ The activities are incompatible and cannot be made consistent with acceptable living conditions for nearby residents.

Why we are doing this

Relevant objectives: 1, 2, 3, 4, 5

~~Social and~~It is essential that the growth in population at North East Cambridge is supported by adequate social, community ~~facilities perform an important role by stimulating and supporting social cohesion and interaction. Facilities~~and cultural infrastructure including ~~dedicated~~schools, community spaces, libraries, sports and leisure facilities, ~~places of worship~~ faith provision and cultural venues, for example. These types of facilities help to create anchors for the community and allow for residents to develop a sense of identity~~. Community~~ as well as have a positive outcome on people's health and well-being. Provision can be multi-functional indoor and outdoor space supporting a range of activities for different users and groups~~. Increasing accessibility to new and existing social and community~~ and the councils will encourage facilities ~~for local residents, including children and young people, has a positive outcome on their health and wellbeing through arts and cultural experiences.~~

~~The neighbourhoods surrounding North East Cambridge already provide a range of services and~~that are capable of accommodating a mix of uses which will serve more sections of the community rather than traditional single-use buildings. Community groups can often use buildings at different times of day or on different days of the week to enable the most efficient use of facilities. Temporary new facilities can also

support new communities and could be delivered on sites not expected to come forward for development in the short term (see Policy 28: Meanwhile Uses).

The provision of new social, community and cultural facilities ~~with North East Cambridge provides~~will also create the opportunity to ~~complement existing or to make new provision on-site that meets the wider community needs.~~

~~The provision of social, community and cultural facilities should consider the opportunity to create~~develop a socially and economically inclusive place to live and should assist in reducing inequalities in some of the surrounding areas of North Cambridge. To address the social exclusion of low-income groups, new development should consider how existing and new residents can be supported and encouraged to access new facilities, through their location and design as well as their co-location with other local services. The North East Cambridge Anti-Poverty and Inequality Topic Paper identifies that the provision of accessible amenity spaces will facilitate and encourage social activity, community cohesion and subsequently reduce a range of inequalities and prevent loneliness and isolation.

~~The~~New facilities ~~that are~~should be located in close proximity to the communities they serve ~~and have good accessibility achieve a number of benefits. They~~to reduce the need to travel ~~longer distances, encourage more sustainable modes of transport, help to~~and help engender a sense of ownership of the facilities by the local community ~~which in turn contributes to climate change mitigation, public health and well-being and community cohesion.~~

~~The higher density nature of North East Cambridge also means that these facilities will need to be provided in a way that maximises the benefits of the co-location of services and facilities, utility and land efficiency. .~~ New provision should also take account of access, ~~not just in terms of distance from the community it serves but also~~ in terms of availability and affordability to the population it is intended to serve. To maximise the use of new facilities, they need to be very high quality requiring minimal maintenance, to allow them to be readily ~~available from early in~~throughout the ~~morning to late at night~~day, all year-round. Consequently, these facilities need to be designed to not cause amenity issues for surrounding occupants when in use. Early engagement with infrastructure providers, partners and community groups

should be undertaken to ensure a coordinated approach to infrastructure provision at North East Cambridge.

Education facilities

The education authority for the area have stated in the Education Topic Paper (2021) that based on the ~~proposed~~anticipated housing types, tenures and sizes likely to be delivered at North East Cambridge, the development would generate the need for initially two but potentially up to three primary schools. This provision should be located on-site to ensure good accessibility to new residents within North East Cambridge and minimise the need to travel, particularly by private vehicle. Their exact size and format will need to ensure they do not adversely affect neighbouring schools ~~including any phased development schedule~~and they should be delivered to ensure provision is provided as new residential units are ~~delivered~~occupied. Based on the anticipated phasing of development, the proposed primary school site located at Greenway Local Centre is to be safeguarded to meet future educational needs if required.

The Education Topic Paper also indicates that ~~presently, development~~ the assumed housing mix, at North East Cambridge ~~is~~does not ~~projected to~~ generate sufficient numbers of pupils to warrant the need for a secondary school on-site. ~~Nevertheless, for the proper and long term planning of the area, the Councils consider a cautious approach should be taken and have safeguarded land for a secondary school if it is needed. This is located within Cowley Road Neighbourhood Centre alongside a primary school, as shown on the Spatial Framework.~~ The existing Local secondary school provision ~~will be kept under review throughout the plan period to determine whether a secondary school at North East Cambridge is required and when it will need to be delivered. Based on the housing trajectory for the Area Action Plan, it is anticipated that if it is required, then it is likely to be delivered towards the end of the plan period.~~

~~Consideration will be given to existing secondary schools and the new secondary school currently planned for north Cambridge at Darwin Green. If it is considered that the safeguarded secondary school site is not required to serve the specific~~ in the surrounding area of North East Cambridge is also found to be suitable in supporting the needs of ~~North East Cambridge, then the site will be released for a community~~

~~led mixed use development having regard to any updated needs assessment. .~~both the new and existing community.

Community facilities

A range of facilities should be delivered to support the needs of the emerging and existing communities. A variety of flexible spaces that can include a community hub, space for community conferences, galleries, performance and arts space will contribute to the sense of community in the area.

The Cultural Placemaking Strategy (2020) and Infrastructure Delivery Plan (2021) are key documents which assess capacity and need in and around North East Cambridge and set out the different types of facilities needed to support development in this area. Identified community and cultural facilities that should be provided comprise a library and community centre, community rooms that could facilitate several uses including youth clubs, worship groups as well as spaces to enable community events to take place. It should also include spaces which allow for cultural activities and events to take place which form part of the meanwhile strategy for the area. As outlined in Policy 8, new development will be expected to deliver new open spaces such as community gardens to allow space for food growing and for residents to live active lifestyles and improve their health and well-being.

Health hub

Provision of health facilities is important in ensuring access to health and social care services to support health and wellbeing in the North East Cambridge. The health authority for the area, the Cambridge and Peterborough NHS Trust and the local Clinical Commissioning Group, have identified the need for a health hub to support the new and existing community. The health hub should be flexible, adaptable and designed for long-term use. It will need to consider a range of primary, secondary and other social service needs of the wider community. The early phasing of health services will allow for community development and social cohesion as well as engagement with residents to determine their mental and physical needs.

Sport and leisure

Larger scale sports and recreational leisure facilities should be considered in appropriate areas of major development as ~~discussed in . Applicants should provide a sports strategy (also known as a facilities development plan) setting~~set out in Policy 8: Open spaces for recreation and sport ~~the details of specific facilities to be developed, the rationale and need for these.~~. Additionally, a ~~healthy living and youth play strategy~~Health Impact Assessment should be provided (as set out in Policy 23) to set out both formal and informal provision of social infrastructure to allow for residents to live active lifestyles and improve health and wellbeing. A Sports Strategy (also known as a Facilities Development Plan) will be required for proposals involving the provision of new sports and leisure facilities to confirm how these facilities will be developed, their timely phasing to support residential development as well as confirming how they will address local needs.

It is important that individual sport and leisure uses will only be permitted where they will not undermine the long-term viability of a multi-use schemes providing a similar activity. Corporate users will be allowed to provide some ancillary sports facilities on their own premises where it will not have an adverse impact on equivalent local community provision.

As outlined in Policy 8, new development will be expected to deliver new open spaces and contribute to formal sports provision to support residential development. ~~However, it is recognised that, due to the higher density nature of the site~~Additionally, it is important that new residential development delivers smaller scale formal outdoor sports courts such as tennis and basketball. Innovative solutions for the delivery of on-site formal sports provision, to support health and well being and physical activity will be encouraged. These could be delivered as integrated spaces within buildings such as at ground floor level or as part of podium and roof top spaces. Appropriate access and management arrangements of these spaces should be set out in the Sports Strategy/Facilities Development Plan to enable both resident and wider community use. Where it is demonstrated that provision cannot feasibly be accommodated on-site, then a financial contribution will be secured through planning obligations towards off-site provision.

It is recognised that, due to the higher density nature of North East Cambridge it may be more feasible to take a more strategic approach for the delivery of large, formal

sports facilities ~~such as~~. In terms of formal indoor sports provision, a 4-5, court size sports hall should be provided on-site. However, swimming pool provision~~, and provide these~~ will be delivered off-site ~~taking~~to take advantage of opportunities provided in alternative locations for area-wide facilities.

Cambridge City and South Cambridgeshire Councils will complete a Swimming Pool Delivery Strategy for Greater Cambridge. The study will analyse demand and supply for swimming pools and advise on how best to deliver swimming pool provision across Greater Cambridge including North East Cambridge. It is anticipated that residential development at North East Cambridge will contribute to off-site swimming pool provision which will be accessible to North East Cambridge residents. Open space requirements within North East Cambridge are specifically set out within Policy 8: Open spaces for recreation and sport.

As well as providing for new development it is important that existing facilities are retained to support and enable community activity. These facilities make a significant contribution to a ~~communities~~communities' mental and physical well-being and sense of place. The Councils therefore place great emphasis on their retention. There is currently a golf driving range on-site. Given the low-density nature of the use and the proposed housing densities, it is unlikely that this facility can be realistically re-provided on-site~~. As part of the area's sports strategy provision, an impact assessment about the loss of the facility should be completed to inform future sports planning including opportunities to re-provide it in a suitable alternative location. In providing evidence that a facility/site is no longer needed, the guidance in the Cambridge Local Plan, Appendix K should be adhered to.~~ therefore, it will need to be considered whether it should be replaced off-site in accordance with paragraph 99 of the NPPF (2021). If reprovision is required, this will be secured by a planning condition or obligation attached to any new development on its current site. This is addressed in Policy 10b.

Evidence supporting this policy

- ~~Alternative off-site locations for expanding sports facilities include North Cambridge Academy. The Indoor Sports Facility Strategy for~~ Community and Cultural Facilities Audit Provision (2020)

Cultural Placemaking Strategy (2020)~~Greater Cambridge recommended a 3-court sports hall extension to this facility. This would allow both new and existing communities to benefit from a range of accessible activities across the wider northern Greater Cambridge area.~~

~~Cambridge City and South Cambridgeshire Councils have commissioned a Swimming Pool Delivery Strategy for Greater Cambridge. The study will analyse demand and supply for swimming pools and advise on how best to deliver swimming pool provision across Greater Cambridge including North East Cambridge. It is anticipated that North East Cambridge development may contribute to off-site swimming pool provision which will be accessible to North East Cambridge residents. Open space requirements within North East Cambridge are specifically set out within Policy 8: Open spaces for recreation and sport.~~

- ~~Evidence supporting~~
- Greater Cambridge Creative Business and Cultural Production Workspace study (2021)

Topic Papers and other documents informing this policy

- Community Safety Topic Paper (~~2020~~2021)
- Education Topic Paper (~~2020)~~2021)
- Anti-Poverty and Inequality Topic Paper (~~2020)~~2021)
- Health Facilities and Wellbeing Topic Paper (~~2020~~2021)
- ~~Community and Cultural Facilities Audit Provision (2020)Cultural Placemaking Strategy (2020)~~Open Space Topic Paper (~~2020)~~2021)

- ~~Swimming Pool Delivery Strategy (currently in development)~~
- ~~Creative Workspace Study (currently in development)~~

~~**Monitoring indicators**~~

- ~~Catchment secondary school provision/capacity~~

~~Monitor the~~ Monitoring indicators

- Amount of net floorspace for D1 and sui generis uses permitted and completed that fulfil a community or leisure use~~.~~

- ~~Additional specific strategies for different types of formal sports may also be updated to monitor their delivery.~~

Policy links to the adopted Local Plans

Cambridge Local Plan

- Policy 1: The presumption in favour of sustainable development
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 56: Creating successful places
- Policy 59: Designing landscape and the public realm
- Policy 68: Open space and recreation provision through new development
- Policy 74: Education facilities
- Policy 75: Healthcare facilities
- Appendix K: Marketing, local needs assessment and viability appraisal

South Cambridgeshire Local Plan

- Policy SS/4: Cambridge Northern Fringe East
- Policy HQ/1: Design Principles
- Policy SC/4: Meeting Community Needs
- Policy SC/5: Community Healthcare Facility Provision
- Policy SC/6: Indoor Community Facilities
- Policy SC/7: Outdoor Play Space, Informal Open Space and New Developments

~~5.46.4~~ Shops and local services

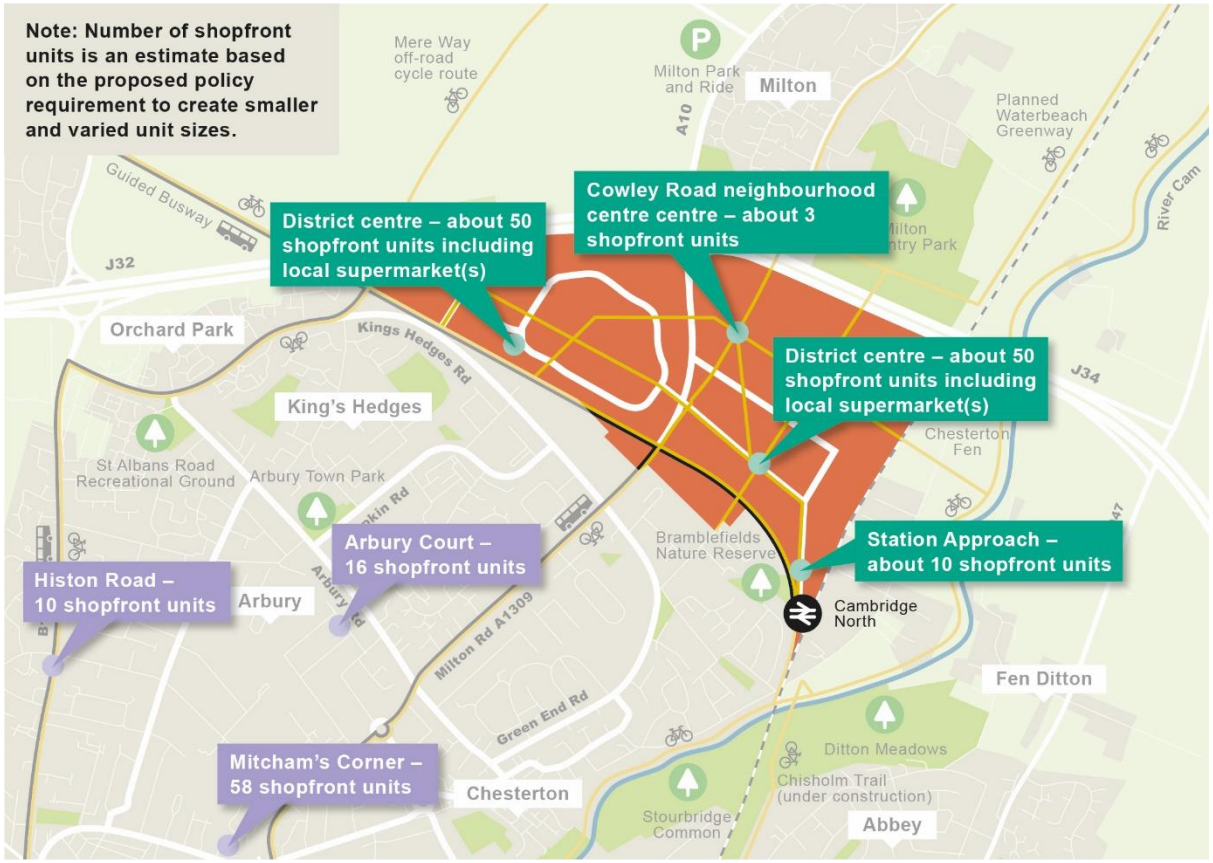




Figure ~~:~~34: Proposed locations and amounts of shopfront units anticipated in North East Cambridge

North East Cambridge will provide a balanced range of shops and services – such as cafés, restaurants, and leisure activities - that meets the daily needs of local residents, employees and visitors while not creating a 'destination' location for people living further afield which would increase car trips into the area. The policy sets out how much retail should be provided, its location and design criteria to make sure that everyone has easy access by walking and cycling to the shops and services they need.

~~What you told us previously~~

- ~~You supported the need to provide a wide range of shops including flexible unit spaces that will attract local business and create an attractive place to live and visit.~~
- ~~You commented that the Area Action Plan should consider the long-term needs of retail such as the increase in online use.~~
- ~~You commented that development should include markets and small local trading for local businesses and creative industries, to provide for the local community and increase vibrancy.~~
- ~~You highlighted the need for the Area Action Plan to provide independent retail units limiting national chains in order to create a unique local centre.~~
- ~~You told us that you supported the opportunity to provide retail within North East Cambridge, however there was concern with respect to how the assumption of low car use will impact the parking need for retail facilities.~~

~~How your comments and options have been taken into account~~

- ~~The preferred policy encourages retail as part of the land use mix to be provided within North East Cambridge. It directs these to district, local and neighbourhood centre locations that are highly accessible to residents, workers and visitors to the area.~~
- ~~The Area Action Plan has considered local needs and demand for retail and reflects the rising use of online retail purchasing.~~

- ~~Comments and concerns regarding car parking and servicing are addressed through the other policies of the Area Action Plan.~~
- ~~Reflecting your comments, states that the district square should provide space for market stalls to trade.~~

Policy 15: Shops and local services

Hierarchy of centres and retail capacity

The hierarchy of centres in North East Cambridge is set out below along with their indicative identified capacity to support convenience, comparison and other town centre uses.

Retail capacity (gross m2) GIA

Type of centre	Designated centres	Convenience ~~Retail capacity (net m^2) GIA~~	Comparison	Other Town Centre uses	Total
District Centre	NEC District Centre	2,000~~Convenience~~	~~Comparison~~ 1,700	~~Other Town Centre uses~~4,200	~~Total~~7,800
~~District~~Local Centre	~~North East Cambridge District~~Station Approach Local Centre	~~1800~~300	~~1700~~250	~~1500~~625	~~5000~~1,200
Local Centre	~~Station Approach~~Greenway Local Centre	~~350~~300	~~350~~250	~~300~~625	~~1000~~1,200
Local Centre	~~Cambridge Science Park~~Cowley	~~350~~300	~~350~~250	~~300~~625	~~1000~~1,200

	Rd Local Centre				
~~Neighbourhood~~Local Centre	~~Cowley Road~~Science Park Local Centre	~~150~~300	~~75~~250	~~75~~625	~~300~~1,200

Within the District~~, Local~~ and ~~Neighbourhood~~Local centres as shown on the Area Action Plan Spatial Framework, new ~~A1~~Class E uses (sub-categories E(a), E(b) and E(c)) will be permitted, where:

- ~~•~~ they are in proportion to the scale and function of the centre; and
- ~~•~~ their cumulative floorspace for convenience or comparison uses (including the proposal and all other similar uses in the same centre) do not exceed the floorspace provision (outlined above).

All other proposed uses, listed below within this policy will be permitted provided:

- ~~•~~ they complement the retail function and character as well as maintain or add to the vitality, viability and diversity of the centre;
- ~~•~~ they would not give rise to a detrimental effect, individually or cumulatively, on the character or amenity of the area through smell, litter, noise or car parking; and
- ~~•~~ for any new 'other town centre use' proposals, their cumulative total floorspace (with any existing 'other town centre use' in the same centre) does not exceed the floorspace provision outlined above.

Changes of use from ~~A1~~sub-category E(a) to another town centre uses (~~as set out in Table 8.1)~~subcategories E(c), E(d), E(e), E(f)) will be permitted where the development would satisfy the above criteria. Additionally, for ~~A1~~E(a) convenience use, a minimum of ~~30~~25% of the centre's total floorspace would remain in ~~A1~~E(a) convenience food store use.

~~All flexible, internally configurable~~Except for each centre's main convenience food stores, all other units should be flexible, internally configurable units and will not exceed a maximum floorspace of 150 m2 ~~net~~gross (GIA). The merging of separate flexible, internally configurable units will not be permitted. No single proposal, regardless of use, will be permitted that is large enough to generate a need for a car park.

Any retail developments proposed outside these centres in North East Cambridge must be subject to a retail impact assessment where the proposed gross floorspace is greater than any retail impact threshold set in the Cambridge Local Plan (2018) or any future equivalent. A retail impact assessment may be required below this threshold where a proposal could have a cumulative impact or an impact on the role or health of nearby existing or planned North East Cambridge centres within the catchment of the proposal.

The following uses are suitable at ground floor level in the identified centres:

- ~~•~~ Shops (~~A1~~Sub-category E(a) Use Class)
- ~~•~~ Cafés and restaurants (Sub-category E(b) Use Class)

Financial and professional services (~~A2 Use Class)~~

- ~~•~~ ~~Cafés and restaurants (A3~~Sub-category E(b) Use Class)
- ~~•~~ Drinking establishments (~~A4 Use Class~~Sui Generis)
- ~~•~~ Takeaways (~~A5 Use Class~~Sui Generis)
- ~~•~~ Private social and healthcare related facilities that cannot be provided in multi-functional community or social facilities premises (Sub-category E(e) Use Class)
- ~~•~~ Small-scale ~~Assembly and leisure (D2~~indoor gyms, recreation or fitness uses (Sub-category E(d) Use Class)
- ~~•~~ Small-scale 'sui generis' uses typically found in local/district centres, including launderettes, beauty parlours and small collection points (or lockers)

Across all centres, the ~~use~~withdrawal of ~~Article 4 Directions~~permitted development rights will be used to control ~~A2, B1~~sub-categories E(c), E(d) and ~~D2~~E(g) Use Class uses, in their first instance and change of use to those uses. Other sub-category

restrictions and sui generis uses may also be considered as part of an Article 4 Direction. to control changes in these centres.

In the district centre, no more than 200 m2 net should be in either A5sui-generis take-away use or sui generis betting shop use. Only one of either ofIn Local Centres, takeaways and betting shops will permitted where it is demonstrated that these uses will be permitted in a localare not becoming the dominant use in the centre and none in a neighbourhood centre. No A5 take-away use should be located within 400 metres, in a straight line of any school premises.
Sports and leisurethat the cumulative impacts of these uses will also need to comply with Policy 14: Social, community and cultural Infrastructure, where applicable. are acceptable. Policy 14: Social, community and cultural infrastructureAll uses (except for A1sub-category E(a) convenience or comparison shopping) will be categorised as 'other centre uses' for the purpose of determining if proposals exceed their capacity threshold.

Why we are doing this

Relevant objectives: 1, 2, 3, 4, 5

Cambridge City Centre is the regional centre for the area, providing the majority of floorspace for both retail and commercial leisure activities in the city. However, a key aspect of sustainable communities is easy access to shops and other local services such as cafés and restaurants which help meet the day-to-day needs of the local communities. It is therefore important that both new and existing communities have easy access to these types of facilities, including during the construction phase to reduce the need for residents to travel and, maintain vibrant and viable district, local and neighbourhood centres.

Currently, there are three centres on the northern fringe of Cambridge adjoining the North East Cambridge area. The centres include: a local centre at Orchard Park with two budget hotels nearby; a district centre at Arbury Court; and two neighbourhood centres, one on Campkin Road and the other on the corner of Milton Road and King Hedges Road. North of the A14 there is a rural centre at Histon & Impington and Milton village centre where the closest, large supermarket is located adjacent to

Junction 33 of the A14. It is important that any new proposed centres at North East Cambridge are sustainable, but do not undermine the viability of these retail centres. Any retail proposal in the North East Cambridge area which is outside a designated or planned centre, as defined on the Area Action Plan Spatial Framework and Land Use Plan, will need to ensure it will not have an adverse impact on either the proposed or existing centres including those in neighbouring centres. ~~Any such proposal will therefore need to comply with any requirement for a retail impact assessment that is in excess of the current retail impact threshold in the Cambridge Local Plan (2018) and any successor documents.~~

Quantity of town centre uses required to meet local needs

It is the intention of the area to provide a balanced range of shops and services that meet the needs of local residents, employees and visitors to the area. The Retail ~~and Leisure~~Town Centre Study sets out the retail needs specific to North East Cambridge~~. The resulting North East Cambridge Retail Statement~~, as set out under Hierarchy of centres and retail capacity in the policy. which outlines how the vision for North East Cambridge's approach to creating vibrant and highly sustainable local centres can best be achieved. ~~It proposes approximately 7,300m^2 of floorspace comprising of 2,475m^2 for comparison goods (higher value, less frequently bought items), 2,650m^2 of convenience goods (low value, frequently bought items) and 2,175m^2 of other centre uses. These figures are based upon a lower population threshold, due to the level of uncertainty around the shopping behaviour of those studying and working in North East Cambridge as well as the shopping choices of neighbouring centres.~~

Scale and type of proposed town centre uses

It is important that North East Cambridge meets local needs but is not a 'destination' location for people living further afield who may travel to the area by car, in order not to exceed the ~~agreed~~ 'trip budget' for ~~Milton Road~~North East Cambridge. It is therefore necessary to resist any proposal that will create a need for specific car parking provision. A small to medium sized food store not exceeding 1,200m2 gross floorspace is not expected to generate a need for a car park. This should be achievable within the District Centre ~~by having at least two different food stores that~~

~~vary in size from between 400m^2 and 800m^2~~ along with other smaller scale, independent shops to support local people meeting their day-to-day needs.

In the ~~two~~four local centres ~~and neighbourhood centre~~, at least one convenience store ~~should~~would be ~~provided~~expected per centre. ~~The local centres will each provide approximately 200m^2 net floorspace, for each store. The neighbourhood centre will provide approximately 150m^2 of net floorspace.~~ The proposed amount of convenience floorspace (outlined above) indicate enough capacity, in all the centres, to provide for these convenience food stores.

The North East Cambridge Retail ~~Statement~~Town Centre Study indicates that other commercial retail units located within either local or district centres would require smaller format units of between ~~55-110~~80-150 m2 ~~net~~gross floorspace. Some flexibility to allow for different floorspaces is supported as it will help retailers to adapt to fluctuating demand and changing consumer trends.

~~The district and two local~~All the centres would require a range of 'other' town centre uses in addition to comparison and convenience goods floorspace to complement the function of the centre. It is intended that these should add to the centre's vitality and vibrancy by strengthening the centre's distinctiveness and ensure its long-term success.

Local appropriately scaled commercial leisure uses such as pubs and restaurants will be an acceptable use in the North East Cambridge's centres. However, given the need to ensure North East Cambridge remains a sustainable destination but not a destination location, which attracts high volumes of car-based travel from beyond the local area, it is not intended for North East Cambridge to accommodate any large-scale cultural, entertainment or leisure facilities such as a cinema complex or a ten-pin bowling facility. These would most likely not be able to be delivered within the North East Cambridge Area Action Plan 'trip-budget' and have the potential to undermine other established centres already providing similar uses. As such, leisure uses involving entertainment and culture will need to comply with Policy 14: Social, community and cultural infrastructure, where applicable.

~~Uses typically associated with anti-social behaviour should not be allowed where they will have a detrimental effect, individually or cumulatively, on the character or~~

~~amenity of the area through smell, litter, noise or car parking. For this reason, space for take-aways and betting shops will be limited in the district and local centres with no permissible use in the neighbourhood centre. Following concerns raised by Public Health England, no A5 take-away use should be located within 400 metres, in a straight line of any school premises. This will~~To ensure that the District and Local centres are diverse and balanced in terms of meeting the day to day needs of the local community, takeaway and betting shop floorspace will be limited to up to 200m2 within the District Centre. Within the Local Centres, proposals for takeaways and betting shops will be required to demonstrate that they will not become the dominant use in the centre to avoid the over proliferation and excessive clustering of these uses, which can often have a negative impact on amenity as well as the vitality and viability of centres. It is also important these uses do not detract from the centres primary retail function or create dead frontages during daytime hours. Takeaway uses should also be sited away from entrances to schools to discourage children from following unhealthy lifestyles by frequenting these types of food providers ~~during their school routine.~~

before or after the school day. As the primary schools at North East Cambridge are located within the District and Local Centres, it is not feasible to create takeaway exclusion zones around the schools. It is recognised that there may be a need for some private social and healthcare facilities such as dentists in the centres, and it is essential that enough provision is retained for meeting the day-to-day needs for local people. As a minimum, a ~~third~~quarter of the floorspace available in the centres should be retained for ~~A1~~E(a) convenience food shopping. In effect these uses will act as an 'anchor' store for other centre uses. Proposals that lead to the loss of this minimum ~~30~~25% threshold should be resisted to avoid undermining the centre's main purpose of meeting the everyday needs of local residents and employees. The types of permitted ground floor uses should be commensurate in scale and function of the centre, to meet local need.

Design and flexibility of units

The higher density nature of North East Cambridge means that there should be sufficient demand to support a range of shops, cafés, pubs and restaurants. However, it is recognised that with ever changing nature of consumer retail trends

and entertainment preferences, it is important that these units are genuinely flexible in both size and format to encourage an appealing range of different retail and leisure activities including independent retailers which create a vibrant and authentic high street environment.

It is therefore proposed to allow different floorspace configurations to allow greater flexibility for shops and other local services to set-up, operate and allow for some expansion as business needs change over time. However, in order to avoid the creation of large units that would be out of character with the intended approach of attracting small, independent retailers, a limit to the size of these flexible units ~~up to 150 m^2 net (GIA)~~ will be permitted. Similarly, the merging of separate flexible, internally configurable units will not be permitted. This approach should also allow for centres to adapt to changes in consumer trends and habits in a sustainable manner that supports the strategic objectives for North East Cambridge.

The withdrawal of Permitted Development rights (and the use of Article 4 Directions or equivalent if necessary and appropriate) will need to reflect the Permitted Development regime in operation. Their use is intended to ensure all North East Cambridge centres remain vibrant and attractive for local people and cater to their day-to-day needs. Widespread conversion of units to non-food retail use will have a significant adverse effect on their ability to fulfil their primary function. Controls may therefore be necessary to ensure the character and function of each centre is properly protected through the planning process.

Evidence supporting this policy

- ~~The~~ Greater Cambridge Retail and Leisure Study ~~(currently in development)~~ Baseline Report 2021
- Innovation Districts Paper (2020)
- North East Cambridge Retail ~~Statement (2020)~~Town Centre Evidence Base Study (2021)

Topic Papers and other documents informing this policy

- Health Facilities and Wellbeing Topic Paper (~~2020~~2021)

- ~~Retail and Commercial Leisure Topic Paper (2020)~~Community Safety Topic Paper (~~2020~~2021)

Monitoring indicators

~~**Monitoring indicators**~~

- ~~Monitor the balance~~Amount of new retail and other town centres floorspace~~,~~ ~~both committed~~ permitted and completed ~~for the three categories: Convenience, Comparison, and~~ by type (gross and net)~~Other Town Centre uses, in each centre.~~

Policy links to the adopted Local Plans

Cambridge Local Plan 2018

- Policy 2: Spatial strategy for the location of employment development
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 56: Creating successful places
- Policy 59: Designing landscape and the public realm
- Policy 72: Development and change of use in district, local and neighbourhood centres
- Policy 73: Community, sports and leisure facilities

South Cambridgeshire Local Plan 2018

- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy HQ/1: Design Principles

~~6.~~7. Connectivity

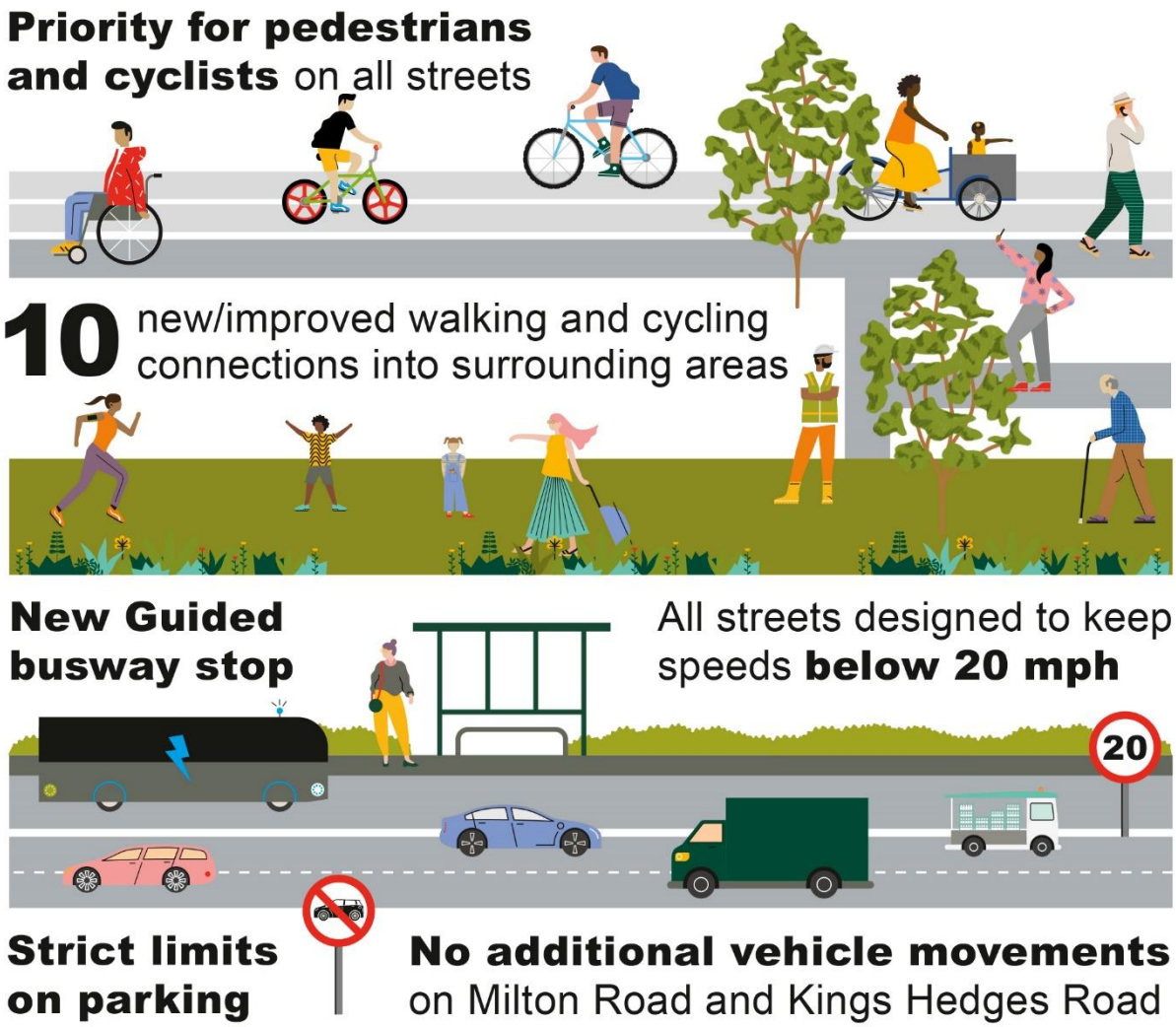


Figure ~~3~~5: Infographic showing approach to achieving sustainable transport and a modal shift across North East Cambridge

A vital part of reducing our climate impacts is to reduce the need to travel and bring about a major shift in how people travel. This means news forms of digital connectivity and people walking, cycling and using public transport for as many of their journeys as possible.

North East Cambridge is a 15-20 minute cycle ride from the city centre. It already has good public transport links, and there are many walking, cycling and public transport improvements already planned for this area. The ambition is to build on this

by creating a movement network that prioritises walking and cycling over vehicle traffic. Figure x shows the Cambridgeshire and Peterborough Combined Authority's ambition for a future bus network (included in the Bus Service Improvement Plan) and how North East Cambridge fits into it.

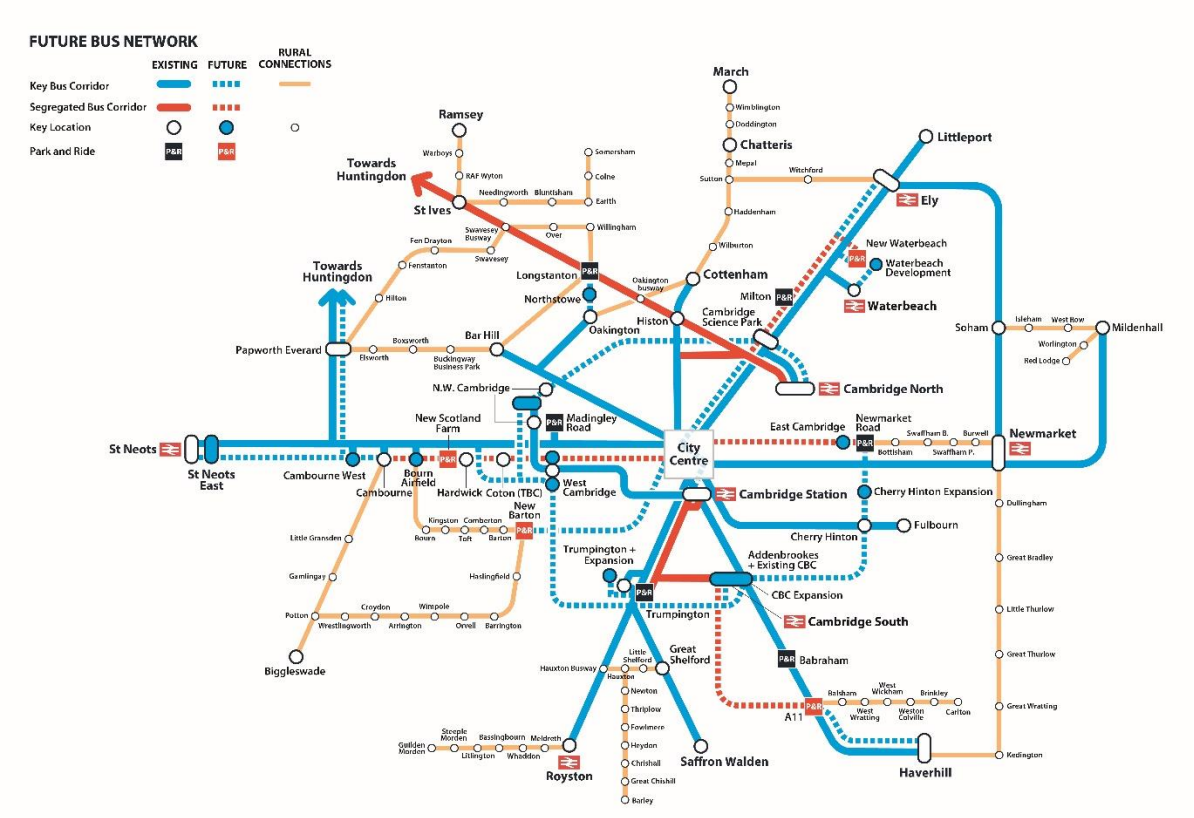


Figure 36: Future Bus Network concept (Source: Greater Cambridge Partnership)

Adding more vehicular movements into the area will be unacceptable in terms of road capacity, as well as air quality and placemaking. ~~Development at North East Cambridge~~For those vehicles that do access the area, there will need to be a significant shift ~~travel~~in balance away from ~~the~~ private ~~car~~vehicles to make way for public transport vehicles enabling travel by bus, rail and active travel, at a level not seen in Greater Cambridge before. To achieve this the Area Action Plan encourages the use of sustainable travel modes, as well as limiting car use and parking significantly.

This section contains the following policies:

- Policy 16: Sustainable Connectivity

- Policy 17: Connecting to the wider networkPolicy 18: Cycle and Micro-mobility Parking
- Policy 19: Safeguarding for Public Transport
- Policy 20: Last mile deliveries
- Policy 21: Street hierarchy
- Policy 22: Managing motorised vehicles

~~6.1~~7.1 Sustainable connectivity





Figure ~~:~~37: Strategic walking and cycling routes and mobility hubs, to be retained and created in North East Cambridge.

North East Cambridge must be designed around the principles of walkable neighbourhoods and healthy towns, to reduce the need to travel and to encourage sustainable travel choices. The policy sets out how development in the area should create a comprehensive network of routes along desire lines, which are direct, permeable, legible and safe which is suitable for all people, where people are prioritised over vehicular traffic and can move easily between different forms of sustainable transport in order to complete their journey.

~~**What you told us previously**~~

- You supported the inclusion of healthy towns principles, ensuring health and wellbeing through site design and including well designed green spaces and paths for walking, cycling and horse riding for mobility, recreation, exercise, offering visual interest and the opportunity to connect with nature and integrate with public transport. You commented all walking and cycling infrastructure must design out crime and be fully accessible to people with disabilities and help to redress deprivation in surrounding communities.

- You supported all the options to remove the physical and perceived barriers: improving east-west and north-south connections, including across Milton Road and to the River Cam.

- You commented that cycle congestion exists, that that the towpath should be protected from overuse to remain a tranquil area for leisure, and that there are already enough cyclists along this route.

- You supported options for improving public transport, cycling and walking accessibility, including beyond the Area Action Plan boundary. You commented that to get people onto public transport there needs to be more buses at peak times, and it needs to be accessible and better value for money / subsidised. Your suggestions included exploring the appropriateness of another Guided Bus stop, frequent shuttle buses, better use of Milton Park and Ride and Mere Way, develop interchange at Cambridge North station and CAM metro, small electric vehicles, and better local buses connections. You commented there needs to be high quality information at public transport stops, integrated, cashless ticketing and pay as you go. Buses could also have capacity to accommodate cycles.

- You supported measures that encourage cycling, including employment premises installing secure cycle parking, showers, lockers and drying rooms with easy access. You also commented that pool cycles should be available for businesses in the area as well as bike repair shops and facilities and cargo cycles for last mile deliveries. However there were some concerns that lockers attract crime and have management related issues. It was also highlighted that the Area Action plan should consider charging points for electric cycles and make provision for storage for non-standard cycles which are popular in Cambridge. There is also the need to minimise conflict between different modes such as pedestrians and cyclists.

- You expressed concerns about how the links can be achieved without impacting on existing businesses and their operations and relating to the movement of heavy commercial vehicles (HCVs) around the site, particularly close to schools.

- You made suggestions that Milton Road and King's Hedges Road cannot cope with additional traffic, and that the plan should create places that are people focused rather than car dominated. Your suggestions included a new vehicle connection from the A14 to Cambridge Science Park Fen Ditton, and to plan roads on the periphery of the Area Action Plan site. You commented that the unsafe level crossing at Fen Road should be closed, and alternative provision made, which may include a road bridge into the Area Action Plan area. You commented that the Area Action Plan should not be designed around the need to cater for cars and should do this by reducing the dominance of Milton Road, reconfiguring existing traffic lights and enhancing the public realm. You also noted that car ownership could be discouraged with a dedicated car-pool network and low levels of parking, due to abundance of other more sustainable transport options. You suggested parking controls should be in place from the construction stage of development and that measures will require landowner support to be effective. You expressed concerns that more consideration is needed to the reality of car use, particularly for those who need cars such as the elderly, disabled or pregnant people, and those with young children, that the Area Action Plan should improve traffic issues rather than worsen them, and redress the imbalance between jobs and housing.

- You commented that the Area Action Plan should embrace technology so that users find it easy to switch between modes and ensure flexibility to future proof and avoid stifling innovation, which may include autonomous vehicles. Your suggestions included cycle hire schemes, on-demand transport for those with low mobility, and micro-mobility solutions. You supported innovative measures such as a centralised consolidation hub to service businesses, retail deliveries and help reduce demand on the highway network and lessen environmental impacts, which could use cycling logistic firms using cargo cycles to make last-mile deliveries. It was also suggested transport is about human centred, safe and convenient space not technology.

How your comments have been taken into account

- Whilst some comments were made that the Area Action Plan needed to consider the reality of car use, it is clear, from the Transport Evidence Base, that for the development to be acceptable in planning terms it will need to mitigate its travel impacts and significantly reduce car usage (car mode share). As a result, the policy approach focuses on reducing the need to travel and facilitating travel by non-car modes rather than catering for vehicular trips. The issue around whether the Fen Road level crossing should be closed and alternative access provided is addressed under .

- North East Cambridge will be designed around the principles of walkable neighbourhoods and healthy towns, to reduce the need to travel and making services and facilities readily accessible and safe for everyone by active modes. Coupled with this, providing an extensive high-quality network of walking and cycling routes within the site and (removing barriers) connecting to the wider area, where the design of the public realm prioritises people over vehicles and provides a choice of on- or off-road route. The policy supports the seamless connectivity and interchange between modes and this will be provided through a series of mobility hubs across the area. A flexible approach has been taken to future proof changes in mobility and technology, in recognition that travel patterns and habits are changing, and that technology is developing all the time. Reflecting the comments received and the placemaking objectives for North East Cambridge, incorporates all these aspects. The policy provides flexibility and the emphasis is placed on creating the right environment and connections to facilitate mode shift as a personal and/or lifestyle choice.

- Note, a suite of connectivity policies address associated issues in further detail including improving wider connectivity (), Safeguarding for public transport () and Managing vehicular traffic ().

Policy 16: Sustainable Connectivity

~~**North East Cambridge should be designed around the principles of walkable neighbourhoods and healthy towns to reduce the need to travel and encourage active sustainable travel. This should include a comprehensive network of links and connections**~~**Policy 16: Sustainable Connectivity**

All new development within North East Cambridge will need to facilitate travel by active and sustainable modes within and across the wider area, either through on-site provision or through planning obligations. In particular, all developments should:

- be designed around the principles of walkable neighbourhoods and healthy towns, fully accessible to everyone, to reduce the need to travel and encourage active sustainable travel;
- be designed to facilitate the delivery of a comprehensive network of high quality links and connections within and between sites, that are direct, permeable, legible, integrated with the green and open space network, safe and where priority is given to people over vehicular traffic with low traffic and design speeds as well as car free neighbourhoods (see Policies 21 and 7a) to encourage active travel trips and deliver excellent connections via high-quality public transport (see Policy 19).

The network should seamlessly integrate and improve connectivity within the ~~site~~Area Action Plan area, to the adjoining areas around north Cambridge including nearby villages, Cambridge city centre, employment areas, and utilising green links to the wider countryside and Rights of Way network~~.~~ (see Policy 17). Leisure routes should include appropriate provision for equestrians.

The pedestrian and cycle connections to be made as part of North East Cambridge are shown on Figure~~Figure 37~~ and include:

a) ~~a)~~ Cowley Road will form a new high-quality spine through the development between Cambridge North Station/Station Approach Local Centre ~~-~~ across Milton Road (via new bridge) - Cambridge Science Park - Cambridge Regional College.

b) ~~b)~~ Cambridge Science Park - Milton Road (north) crossing – Cowley Road Neighbourhood Centre - railway crossing – Chesterton Fen open space and River Cam towpath

c) ~~c)~~ Cambridge North Station - District Centre – Cowley Road Neighbourhood Centre – Milton Village (via Jane Coston Bridge).

d) ~~d)~~ Milton Village (via Jane Coston Bridge) – Cowley Road Neighbourhood Centre – Milton Road.

e) ~~e)~~ Waterbeach Greenway (under A14) – Linear Park – new Guided Busway stop ~~–~~ Nuffield Road.

f) ~~f)~~ Waterbeach Greenway (under A14) – Linear Park – District Centre – Cambridge North Railway Station/Station Approach Local Centre.

g) ~~g)~~ Cambridge North Station/Station Approach Local Centre – Chisholm Trail (proposed) – Cambridge Station – Cambridge Biomedical Campus

h) ~~h)~~ District Centre – Gainsborough Close (East Chesterton)

i) ~~i)~~ Cambridge Science Park – Garry Drive (King's Hedges) - Campkin Road Neighbourhood Centre.

j) ~~j)~~ Mere Way (under A14) – Cambridge Regional College – Science Park Local Centre – King's Hedges Road Guided Busway stop (existing).

The public realm must be designed to put people first and to create a vibrant and socially interactive environment (see Policy 7a) with a seamless interface with public transport and other travel options at mobility hubs (see Policy 19). The design of streets and spaces should consider the needs of those walking, cycling and using other sustainable modes to provide generous spaces to enable high volume use and minimise conflict between different users of different abilities, including those using mobility wheelchairs, electric bikes and e-scooters (when legalised).

Planning applications should demonstrate how innovative and flexible solutions to internalising trips and reducing motor vehicle use ~~are encouraged~~have been explored, including ~~through~~ measures such as:

- ~~•~~ digital infrastructure
- ~~•~~ online information for journey planning
- ~~•~~ Mobility as a Service (MaaS)
- ~~•~~ micro-mobility
- ~~•~~ demand responsive transport and ride sharing
- ~~•~~ electric car clubs
- smart / mobile ticketing
- ~~•~~ cycle taxis

- ~~•~~ last mile deliveries (see Policy 20: Last mile deliveries~~Policy 20: Last mile deliveries))~~
- ~~•~~ future proofing for technological improvements, and the use of autonomous vehicles (see Policy 30).

Why we are doing this

Relevant Objective: 1, 2, 4, 5

The location and connectivity of North East Cambridge provides a unique opportunity to bring forward a highly sustainable type of development designed around accessibility and the needs and desire lines of people rather than cars, marking a step change in the way people move around. The strategic objectives for the Area Action Plan state that it must be designed around the principle of walkable neighbourhoods and healthy towns, providing local services, cultural opportunities and amenities that are accessible by everyone, whatever their age and ability, on foot, by cycle and micro-mobility modes such as scooters.

Making sustainable travel possible for everyone

Sustainable modes of travel, including walking, cycling and other forms of micro-mobility are zero-emission, socially inclusive, promote health and wellbeing, and help to create a more vibrant and socially interactive environment. To make sustainable travel the first choice for everyone who works, lives and visits North East Cambridge, the new district must be designed from the outset with a network of links and connections that are direct, permeable, legible, and safe. This network, together with an extensive network of frequent public transport services, will help people access and move around this new city district and wider area without needing to rely on the private car.

To achieve this the city district will be designed around the principles of walkable, low traffic neighbourhoods, removing direct through routes for traffic, discouraging non-essential vehicles into certain areas, and with low traffic speeds (in accordance with Policy 7: Creating high quality streets, spaces and Policy 21: Street hierarchy). Walkable neighbourhoods are designed around prioritising walking and cycling (or use of other sustainable means) to access local services and facilities. These are typically based on distances of 400 metres (5 minute) and 800 metre (10 minute)

walking catchments, although this is only a guideline and the key factor is providing attractive, convenient and well-designed routes which form part of a coherent network.

A people-first approach will ensure that streets (including junctions) and public spaces will be people-friendly, designed for all ages and abilities with a low-design speed for vehicles, and which are integrated with the built environment. Accessibility for people with more specific requirements such as disabled people, older people and those who look after young children or other dependents must be considered from the outset. They should also feel safe and be overlooked by buildings which are in use throughout the day and night. Development across North East Cambridge should form a coherent network of streets, paths and green links for people that offers choice for how they move around and through the Area Action Plan area. This includes pedestrians, cyclists and horse riders. Guidance on the design principles is contained within Department for Transport Local Transport Note (TN) 1/20: Cycle Infrastructure Design.

Linking to the wider area

North East Cambridge must be linked to surrounding communities and key employment, social and retail destinations within the wider area, to ensure people do not need to travel by private vehicle. It is therefore essential that North East Cambridge is served by, and seamlessly connected with, existing and planned high quality public transport (see Policy 19) and routes for non-motorised users. (see Policy 17).

New and upgraded infrastructure is already being planned and delivered in the vicinity of the site through the Greater Cambridge Partnership, for example the Waterbeach to Cambridge public transport route and Greenway, Chisholm Trail, and along Milton Road. However, there are currently severance issues and barriers to movement within North East Cambridge (Milton Road) and hindering wider connectivity (A14, railway line, Cambridgeshire Guided Busway and existing development) which will need to be addressed (see Policy 17). It is important that development specific masterplans across the site include networks for existing and planned infrastructure within the site, and must consider whether improvements are needed to the quality or capacity of existing routes in the wider area.

Active sustainable modes also form the 'first and last mile' of longer journeys, connecting people's origins and destinations with high quality public transport. North East Cambridge is already directly served by Cambridge North railway station and bus services, some using the Cambridgeshire Guided Busway. Further high quality public transport services and infrastructure enhancements are proposed within the site and the wider area, including a new route between Cambridge and the proposed New Town at Waterbeach~~, as well as the Mayor's aspirations for a Cambridge Autonomous Metro (CAM).~~. It is important that seamless interchange through mobility hubs is included in proposals for locations for public transport interchange~~.~~ (see Policy 19).

Discouraging car use

The scope for highway capacity improvements is limited due to the existing road configuration and lack of space, particularly at the junction of Milton Road with King's Hedges Road and Green End Road. The already high levels of traffic and peak hour congestion on the existing road network mean that the introduction of additional non-essential vehicular traffic is unacceptable in terms both highway capacity, place making and air quality. As a result, development will need to support a significant shift away from the private car and towards sustainable travel to a level not seen in Greater Cambridge previously~~.~~ (see Policy 22).

~~The masterplanning~~A site-wide approach to reduce car trips and car parking is set out at Policy 22. The master planning process will ensure the delivery of an environment which puts people first and integrates measures to carefully control vehicular traffic, whilst ensuring essential traffic can be accommodated for ~~those with disabilities~~disabled access and people who rely on private vehicles or taxis as well as public transport and service vehicles. The scale of the required mode shift is such that innovative solutions are going to be needed to reduce not only the need to travel, but also reduce the distances travelled by keeping trips local ~~and putting people first~~, and for those longer distance trips that will still need to be made the options are in place from the beginning to encourage and enable modal shift. Where vehicular use is unavoidable no or ultra-low emission vehicles will be encouraged, including through provision of supporting infrastructure such as EV charge points / hubs.

The way that people access services and facilities, and personal travel, are evolving, including becoming increasingly digital. There is a shift away from personally owned modes of transport to new models of mobility including more demand responsive travel, 'Mobility as a Service' (a shift away from personally -owned modes of transport towards the integration of various modes of transport along with information and payment functions into a single mobility service. Recent services that allow customers to purchase monthly subscription packages giving them access to public transport and private taxi and bike hire schemes are an example) and micro-mobility (Micro-mobility provides access to on-demand scooters, cycles, electric cycles and potentially other devices that come into the market), with increasing use of on-demand ride-share, scooters and electric scooters, cycles and electric cycles. Technology will have an important role in enabling and supporting this and is constantly evolving; for example, with the implementation of 5G~~.~~ and smart / mobile ticketing. In the ~~near~~ future, autonomous vehicles may have ~~an important functiona~~ a role for first and last mile journeys, demand responsive travel, ride sharing, and deliveries. It is important to future proof infrastructure at North East Cambridge ~~and~~through ensuring there is enough flexibility to consider new options and models for mobility within the design of the area.

Evidence supporting this policy

- North East Cambridge Area Action Plan Transport ~~Assessment~~Evidence Base (2019~~) and Addendum (2020~~)
- NEC AAP High Level Transport Strategy (2021) (prepared by the five main NEC landowners in collaboration with the Councils and County Council)

Topic Papers and other documents informing this policy

- Transport Topic Paper (2021)
- Smart Infrastructure Topic Paper: Future Mobility (~~2020)~~2021)
- Smart Infrastructure Topic Paper: Environmental Monitoring (~~2020)~~2021)
- Internalisation Topic Paper (~~2020~~2021)
- Health Facilities and Wellbeing Topic Paper (~~2020~~2021)
- Anti-Poverty and Inequality Topic Paper (~~2020)~~2021)

- ~~Manual for Streets (Department for Transport, 2007)~~

~~**Waltham Forest Mini Holland Design Guide**~~**~~Monitoring indicators~~**

- ~~Modal share for pedestrian, cycle, public transport users~~

Monitoring indicators

- None

Policy links to the adopted Local Plans

Cambridge Local Plan

- Policy 5: Strategic transport infrastructure
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 59: Designing landscape and the public realm
- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development

South Cambridgeshire Local Plan

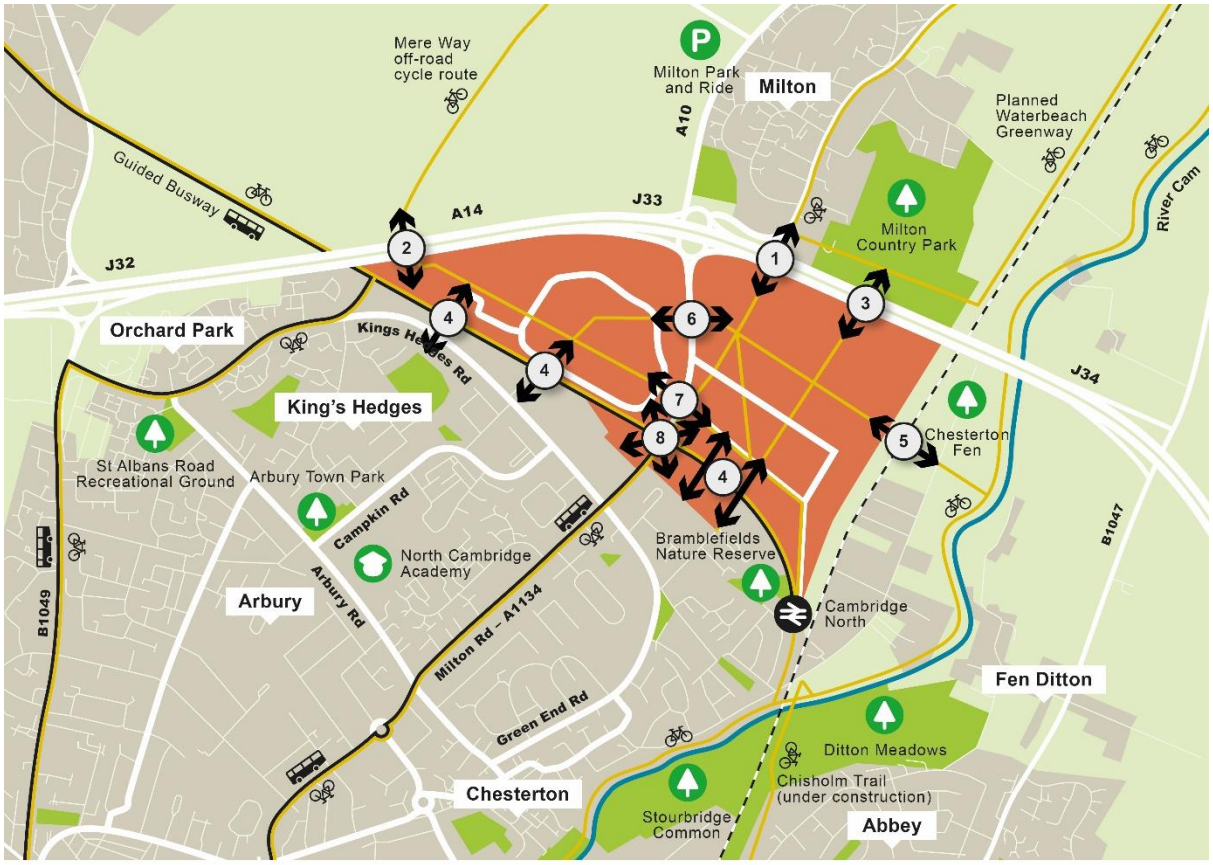
- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy HQ/1: Design Principles
- Policy TI/2: Planning for Sustainable Travel

Other Council/County strategy and policy and other supporting guidance

- Cambridgeshire and Peterborough Local Transport Plan ~~– Draft Plan and Policies Annex~~[M50] ~~Cambridgeshire Local Transport Plan 2011-2031 (2015)~~(2020)
- Transport Strategy for Cambridge and South Cambridgeshire (2014)
- Greater Cambridge Sustainable Design and Construction ~~SPD~~Supplementary Planning Document (2020)
- Draft Making Space for People Supplementary Planning Document (~~Draft~~ 2019)

- Manual for Streets (Department for Transport, 2007)
- Waltham Forrest Mini Holland Design Guide (2015)

~~6.2~~7.2 Connecting to the wider network



NORTH EAST CAMBRIDGE AREA ACTION PLAN KEY

1 Improve links on either side of the Jane Coston Bridge

2 Existing underpass under A14 connecting to new cycle path

3 New underpass under A14 for Greenway cycle route

4 New crossing points over the Guided Busway (indicative locations)

5 New pedestrian and cycle bridge over railway

6 New crossing on Milton Road (likely to be underpass)

7 New crossing on Milton Road (likely to be a bridge)

8 Improved junction for pedestrian and cycle movement in all directions

— Key new strategic routes for pedestrians and cyclists

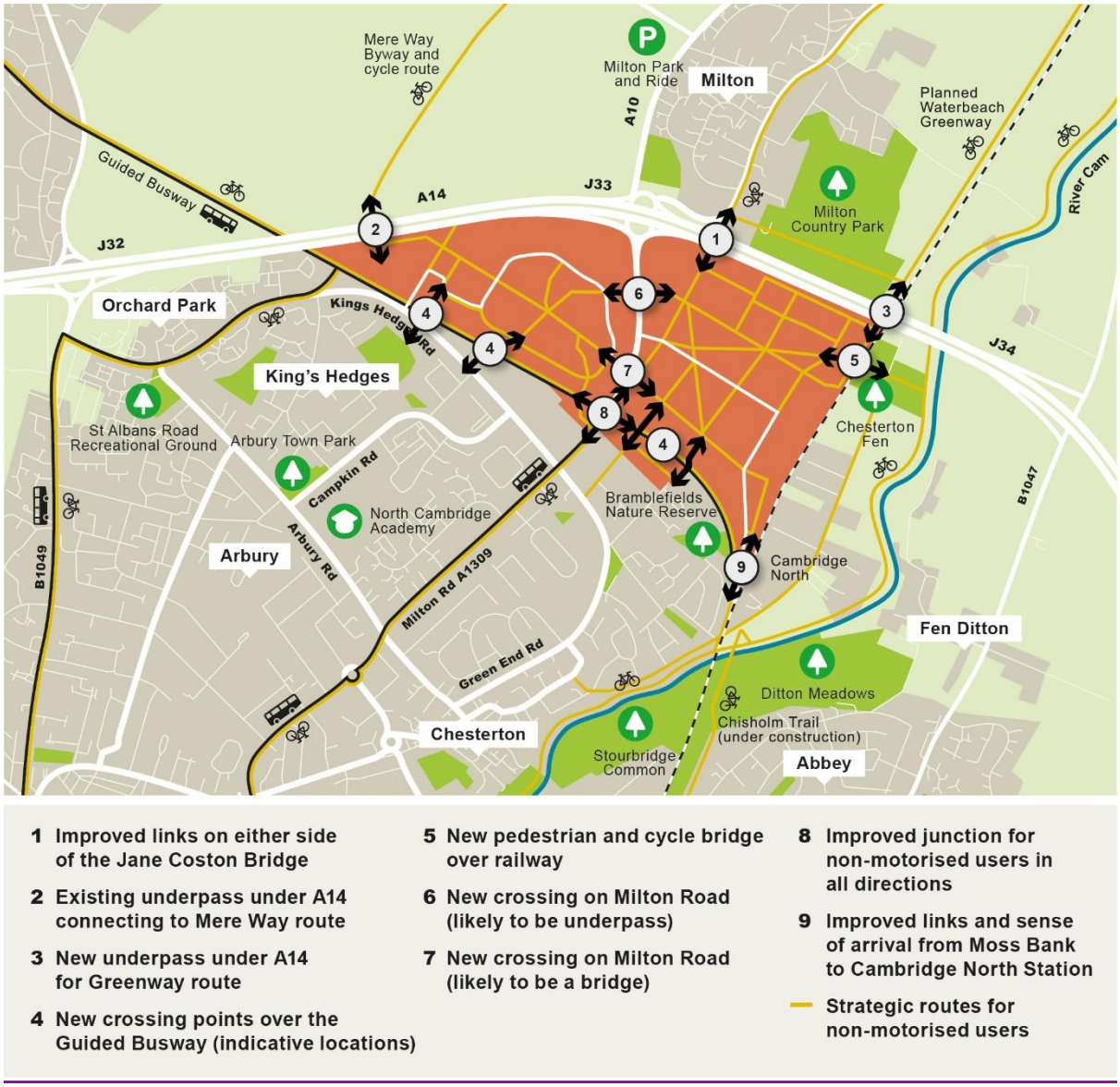


Figure ~~:~~38: Overcoming barriers to movement: improved connections for non-motorised users to be created by the Area Action Plan

North East Cambridge will be fully integrated into its wider context. Currently there are several barriers to movement which prevent people travelling along desire lines, including the railway line, the A14 and the Cambridgeshire Guided Busway, and while there are already planned improvements to crossing these barriers, development at North East Cambridge must include further new and enhanced connections. This policy sets out the new and improved crossings that will need to be delivered~~...~~.

~~**What you told us previously**~~

Milton Road

- Many people identified Milton Road as a major barrier that discourages people from walking or cycling in the area. The width of Milton Road is seen as being inhospitable and intimidating to pedestrians and cyclists, and the wait time to cross the road is too long. There was a common view that much better provision needs to be made for pedestrians and cyclists, but feedback was split on how this should be achieved.

- Whilst there was support for the concept of a green bridge, but there was concern that it would be too onerous for cyclists to use. Others were more adamant that to truly put pedestrians and cyclists first, Milton Road should be tunnelled or significantly reconfigured, allowing more sustainable modes to cross unhindered at street level (at grade). However, the cost and technical constraints around doing this was also a concern.

How your comments have been taken into account:

- The Councils have been working with the various landowners within the Area Action Plan area to identify a suitable solution for improving walking and cycling connectivity across Milton Road.

- At this stage, the preferred option is to make provision for two new crossings; a bridge at the junction of Cowley Road – Cambridge Science Park as well as an under-pass between Cambridge Science Park and St John's Innovation Park.

Crossing the railway

- You broadly supported the idea of a crossing over the railway to access green space between the railway and river (Chesterton Fen) and onwards to other rights of way routes. However, you considered that a bridge should be designed to accommodate vehicles as well, so that the Fen Road level crossing could be closed, which would increase rail capacity along that stretch of the railway and improve access to those living and working on Fen Road.

How your comments have been taken into account:

- The Fen Road railway crossing is outside of the Area Action Plan boundary and as such is not an issue for the Area Action Plan to resolve. Nevertheless, in the interests of good, coherent planning of the wider area as a whole, the

~~Councils are committed to working with Network Rail, the transport authority and the highway authority to reach agreement on a solution to the issue.~~

- ~~Until further work has been undertaken to consider all suitable and deliverable options, a foot bridge is the current preferred option to increase connectivity between the Area Action Plan site to Chesterton Fen and the wider countryside.~~

Policy 17: Connecting to the wider network

To improve the wider connectivity between North East Cambridge with adjoining areas development will be required to contribute to new and improvements to existing connections for non-motorised users, as shown on Figure~~including~~. The adjoining areas include nearby villages, Cambridge city centre, employment and residential areas, and open spaces within the wider countryside and Rights of Way network~~ development will be required to contribute to new and improved connections for non-motorised users, as shown on Figure 38.~~. The following new and improved provision must be incorporated early in the design stages and layout of the development:

Crossing the A14

a. ~~a.~~ Existing Jane Coston Bridge over the A14 – links to and from the bridge should be improved to reduce the current conflicts with motor vehicles.

b. ~~b.~~ Existing underpass under the A14 – funding has been secured for a new ~~strategic cycle path~~facility for non-motorised users from Landbeach and Waterbeach via Mere Way Byway.

c. ~~c.~~ New underpass under the A14 - Greater Cambridge Partnership Waterbeach Greenway route will enter the site to the north east of the site adjacent to ~~Milton County Park.~~ the railway.

Crossing the Cambridgeshire Guided Busway

d. ~~d.~~ The creation of active frontages on to the Guided Busway, particularly through the removal of fencing around individual sites. This would need to be carefully considered alongside Policy 5: Biodiversity and Net Gain;~~Policy 5: Biodiversity and Net Gain;~~

e. ~~e. Introducing~~Opportunities to introduce further crossing points ~~as~~should be actively explored, in particular those identified on the Spatial Framework and on Figure~~Figure 38.~~.

f. ~~f.~~ Any proposals to further restrict access across the Cambridgeshire Guided Busway will be resisted unless facilities of an equal or better standard for pedestrians and cyclists are provided.

Crossing the railway

g. ~~g.~~ A new pedestrian and cycling bridge over the railway to provide direct access to Chesterton Fen to the east of the railway line, and onwards to the River Cam tow path.

Crossing Milton Road

h. ~~h.~~ To the north of the area, connecting the area through St John's Innovation Park to the north-east part of Cambridge Science Park. Due to topography constrains in this location, this crossing is likely to need to take the form of an underpass (see Policy 9).

i. ~~i.~~ Centrally, connecting the new District Centre to Cambridge Science Park. Unless more detailed design can prove the feasibility of a street level crossing of Milton Road, this crossing is likely to be a bridge. This will need to be carefully designed to accommodate cycle movements and be integrated seamlessly into the wider built form and green network.

j. ~~j.~~ An improved ~~pedestrian and cycling~~ crossing for non-motorised users should be delivered at the intersection between Milton Road and the Cambridgeshire Guided Busway. Proposals should facilitate easy diagonal movements to ensure integration with the wider pedestrian and cycling improvements being delivered as part of the Milton Road Project[4]. An enhanced surface level crossing at this location will facilitate the removal of the existing subway and significant public realm improvements.

~~Masterplanning~~Master planning at the development management stage should ensure these connections and routes are fully integrated with routes identified on Figure~~Figure 37~~ to provide an extensive network of interconnected high-quality routes (see Policy 23: Comprehensive and coordinated development). This includes maintaining desire lines, providing legible, direct and unhindered passage, and

[4] www.greatercambridge.org.uk/transport/transport-projects/milton-road

ensuring enough space is designed-in for landings for bridges and underpass approaches at appropriate gradients to accommodate the most vulnerable users. New structures, including underpasses and bridges, must be designed to a high quality, having regard to their surroundings to minimise visual impact and should consider potential connectivity for biodiversity, where appropriate. They should incorporate enough capacity to accommodate existing and future user demands for pedestrians, cyclists (and, where appropriate, horse riders) of all abilities, bearing in mind the low car mode share requirements if applicable. Approaches and structures should maintain sight lines, be accessible and feel safe for all users including wheelchair users and cyclists, and, for underpasses, should incorporate as much light as possible. Partnership working between different landowners and the relevant authorities will be required to deliver these new connections.

Why we are doing this

Relevant Objective: 1, 2, 4, 5

North East Cambridge is already a well-connected site and further walking, cycling and public transport projects are currently being planned for and delivered. However, despite the links already in place, there are weaknesses around the site which at the moment prevent it from fully exploiting the opportunities that these links provide. The Area Action Plan area is tightly bounded by the A14 and railway line to the north and east, whilst the Cambridgeshire Guided Busway crosses the site east to west. These constrain the connectivity of the site with communities outside the Area Action Plan area by walking, cycling and public transport. Furthermore, inward-looking sites and fencing exacerbate these physical barriers creating added psychological barriers which further discourage through movement. Internally, the greatest severance is caused by Milton Road which dissects the area and is a hostile environment for anyone wanting to travel from east to west.

The Area Action Plan provides a unique opportunity to break down many of these barriers to connectivity, not only to enable people working in the area to move around by more sustainable modes, but also to enable residents in surrounding communities to access jobs and facilities within the area. This is to be achieved through the provision of high-quality, public transport and segregated facilities that

put the needs of pedestrians, cyclists and equestrians first and improvements to existing routes. The provision of mobility hubs (see Policy 19) will facilitate seamless interchange between public transport and active modes.

Given the ownership of land within the Area Action Plan area it will be imperative that individual developments play their part in facilitating the connections into and across the site for the benefit of all (in accordance withPolicy 23: Comprehensive and Coordinated Development).

More widely, it is acknowledged that outside the AAP area, existing links may not have sufficient capacity or there are missing links. The North East Cambridge Area Action Plan High Level Transport Strategy (prepared by the five main landowners within the Plan area in collaboration with the Councils and the County Council) identifies the package of site specific, local and strategic transport interventions required to support the phasing of development alongside compliance with the trip budget. The specifics of the interventions to be secured should be put forward through Transport Assessments submitted with planning applications, demonstrating the contribution they will make to the overall package of transport measures. In addition, a draft Local Cycling and Walking Infrastructure Plan has been developed by Cambridgeshire County Council to identify a prioritised list of cycling and walking networks that provide the greatest benefit to people making short trips. Furthermore, the Greater Cambridge Partnership has built on this plan (through Cycling Plus: Investing in Greater Cambridge's Active Travel Network[5]) to identify gaps and missing links in Cambridge to be addressed in coming years.

Cambridgeshire County Council's 'Rights of Way Improvement Plan' (ROWIP) contains a number of statements of action to which the Area Action Plan can contribute. These include making the countryside more accessible, supporting development, and encouraging healthy activities though a safer rights of way network. North East Cambridge will include off-road routes such as shared use pedestrian, cycle and ~~cycle~~equestrian tracks through areas of green infrastructure, and will connect to the wider Public Rights of Way network. Cambridgeshire County Council Highways broadly supports the proposed connectivity measures introduced by the Area Action Plan as they are aligned with the ROWIP and by doing so this supports the Local Transport Plan.

[5] https://consultcambs.uk.engagementhq.com/cycling-plus

A14

The Jane Coston Bridge currently provides the only segregated means of crossing the A14 for pedestrians and cyclists. Phase 1 of the ~~Waterbeach~~Greater Cambridge Partnership's Greenway will connect Waterbeach with North East Cambridge via this existing link. Phase 2 of the project seeks to make this route even more direct through the creation of an underpass close to the railway that takes the Greenway directly into the ~~northern~~north east part of the site.

~~A new~~An improved strategic cycle route joining Landbeach and Waterbeach to the northwest corner of the site via the Mere Way Byway through an existing underpass under the A14 has been secured as part of the major new town development north of Waterbeach. Similarly, as the masterplanning of the whole North East Cambridge area progresses in detail, this connection needs to be designed into the wider connectivity for the whole site and for onward journeys, including via Milton Road or the Chisholm Trail into the City. It is proposed that this route will also enable a circular ride for equestrians, via the Guided Busway, through the new development and onto the Waterbeach Greenway.

Crossing the Cambridgeshire Guided Busway

The Cambridgeshire Guided Busway has been identified as a physical and psychological barrier to permeability into North East Cambridge from communities to the south. Fencing along the perimeter of Cambridge Science Park and Cambridge Business Park further exacerbates this as people working on these sites have limited permeability through to the Guided Busway stops. Improving connectivity between the existing residential areas to the south east of the Area Action Plan area will significantly improve the existing community's access to new services and facilities within North East Cambridge.

However, the legal status of the Cambridgeshire Guided Busway is different to that of a traditional highway as it is the subject of a Transport and Works Act Order and has Statutory Undertaker status. The restraints of this Order mean that any changes to the Busway corridor will need to be considered at a higher health and safety level than a highway as incidents in the area would be investigated under the jurisdiction of the Health and Safety Executive.

Crossing the railway

The area to the east of the railway, known as Chesterton Fen, provides green space and access to the towpath and Fen countryside. However, at present, the only way to access this is across the Fen Road level crossing which lies outside the North East Cambridge area. In order to provide a more direct access for pedestrians and cyclists into Chesterton Fen and onwards to the towpath along the river a new bridge for pedestrians and cyclists needs to be delivered in accordance with the Area Action Plan Spatial Framework. The new bridge will also provide improved access for the existing Fen Road community to the new services, facilities and open spaces provided within the new development and will help to integrate this community into the wider area.

~~Fen~~Crossing Milton Road

~~Fen Road links the Chesterton area of Cambridge to the Fen Road traveller site, where there are some 200 pitches, as well as a number of dwellings and around 10 hectares of light industrial uses. The road provides the only vehicular access to the community which is severed from the rest of the area by the railway line and barrier-controlled level crossing. On weekdays there are at least six train movements an hour in each direction at the present time, resulting in the barrier being down for around 30 minutes out of each hour.~~

~~In the medium to longer term, the number of train movements along this route is planned to increase due to demand for travel in particular between Ely, Waterbeach, Cambridge North and Cambridge, and towns and villages on the lines onward from Ely to Kings Lynn, Peterborough and Norwich. The additional capacity is seen as critical to accommodating the growth of the local economy more generally, and also in assisting in resolving current capacity problems on the road network to the north of Cambridge and to help meet objectives to reduce carbon emissions. However, additional trains would clearly further increase the length of downtime at the crossing and without a solution will increasingly become untenable for the Fen Road community.~~

~~Any move to close the crossing will need to be initiated by Network Rail and go through due processes. The authorities will need to work together to form a view on~~

~~where any alternative access route should go to deliver the best outcomes, should this situation arise; more certainty will be given as the plan process advances.~~

~~**Evidence supporting this policy**~~

Milton Road forms a barrier to movement within the site and two new crossings are proposed to improve the connectivity across the site, as well as improvements to the existing at-grade crossing at the Guided Busway intersection. Whilst the aspiration is to provide new at-grade crossings, this is likely to cause unacceptable delays to traffic on Milton Road with traffic at present levels. As the developers continue to refine their High Level Transport Strategy, they will need to do detailed analysis of the number of trips crossing Milton Road to establish the most appropriate form and design of the crossings.

Cambridge North Station

Cambridge North Station is an important interchange and gateway to North Cambridge. Policy 19 safeguards land for providing interchange facilities within an attractive public realm. However, it is also important that the approaches to the interchange are enhanced to ensure they are legible, attractive, and safe for non-motorised users, particularly from the existing communities in North Cambridge via Moss Bank.

Evidence supporting this policy

- North East Cambridge Transport ~~Assessment~~ Evidence Base (2019~~) and Addendum (2020~~)
- ~~Ely to Cambridge Transport Study (2018)~~NEC AAP High Level Transport Strategy (2021) (prepared by the five main NEC landowners in collaboration with the Councils and County Council)

Topic Papers and other documents informing this policy

- Transport Topic Paper (2021)
- Internalisation Topic Paper (~~2020~~2021)

Monitoring indicators

- ~~Manual for Streets (Department for Transport, 2007)~~[M51]

~~**Waltham Forrest Mini Holland Design Guide** **Monitoring indicators**~~

- ~~Number of new/improved crossings provided~~
- None

Policy links to the adopted Local Plans

Cambridge Local Plan

- Policy 5: Strategic transport infrastructure
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 59: Designing landscape and the public realm
- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development

South Cambridgeshire Local Plan

- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy HQ/1: Design Principles
- Policy TI/2: Planning for Sustainable Travel

~~Cambridgeshire~~Other Council/County strategy and policy and other supporting guidance

- Ely to Cambridge Transport Study (2018)
- Manual for Streets (Department for Transport, 2007)~~Peterborough~~
- Waltham Forrest Mini Holland Design Guide (2015)
- Department for Transport Local Transport ~~Plan —~~Note (LTN) 1/20: Cycle Infrastructure Design (2020)

Draft ~~Plan and Policies Annex~~Cambridgeshire Local ~~Transport Plan 2011-2031 (2015)~~[M52]

- ~~Transport Strategy for Cambridge~~ Cycling and ~~South Cambridgeshire (2014)~~Walking Infrastructure Plan (2020)
- Cambridgeshire ~~County Council~~ Rights of Way Improvement Plan (2016)
- Cambridgeshire and Peterborough Local Transport Plan (2021)
- Greater Cambridge Sustainable Design and Construction ~~SPD~~Supplementary Planning Document (2020)
- Draft Making Space for People Supplementary Planning Document (~~Draft~~ 2019)

~~6.3~~7.3 Cycle and Micro-mobility Parking

Providing sufficient and convenient cycle parking at people's homes, places of employment, shops, key community locations and transport hubs for residents, workers and visitors is critical to encouraging more people to cycle. The range and type of cycles are diversifying, and it is important to ensure parking provision can accommodate all types of cycles in a way that is accessible to all, covered, safe, and secure. The recent and growing use of other forms of personal or micro-mobility such as e-scooters also mean that these forms of travel should be safely and conveniently provided throughout the development. This policy sets out the standards and quantities of cycle parking that new development must provide.

~~**What you told us previously**~~

- ~~You supported a requirement for high levels of cycle parking in new development.~~
- ~~You suggested that a percentage of parking should be suitable for larger cycles and charging points should be provided for electric bikes.~~
- ~~There was a comment that high-volume two-tier stacking arrangements may not be suitable for all cycles or users.~~
- ~~You supported the exploration of innovative solutions through the detailed design process, integrated into the public realm in a way that prevents cluttered sprawl and facilitates and encourages cycling as the obvious choice.~~

~~**How your comments have been taken into account**~~

- ~~In line with your comments, the proposed policy requires cycle parking in excess of the adopted Local Plan standards, but without specifying the minimum levels to be provided to allow for site-specific solutions. This is considered a better option than new more stringent minimum cycle parking standards, as this could over-provide where a mix of uses are planned and may preclude shared provision of parking which is more efficient when the demand may be spread over different times during the day. Applicants will need to demonstrate that they have fully considered the appropriate levels to provide cycle parking within the Design and Access Statement and Travel Plan that accompany their planning applications to demonstrate that they will meet the trip budget.~~
- ~~A percentage of cycle parking is required to be provided for non-standard cycles.~~
- ~~The policy also requires innovative solutions such as shared parking between different land uses, a proportion of the spaces provided to able to accommodate different types of cycles, and that consideration is given to whether provision needs to be made for electric charging points and maintenance facilities.~~

Policy 18: Cycle and Micro-mobility Parking

Cycle parking ~~should~~must be provided in excess of the minimum standards set out in Appendix ~~L of the adopted Cambridge Local Plan (2018).~~2. At least 5-10% of cycle parking provision ~~should~~must be designed to accommodate non-standard cycles and should consider appropriate provision for electric charging points. Provision should also be made to store, and charge where necessary, micro-mobility options and mobility scooters.

Cycle parking infrastructure must be provided in a manner that is convenient to both new and adjacent residential and business communities, flexible, safe, secure, and integral to the public realm~~, in accordance with Policy HQ/1 in the adopted South Cambridgeshire Local Plan (2018) and Policy 59 in the adopted Cambridge Local Plan (2018).~~. Cycle parking should also be provided at key locations throughout the Area Action Plan area, including at mobility hubs and at public spaces and facilities. Long-stay parking should also be covered.

Innovative solutions to cycle parking infrastructure are encouraged, including shared spaces where the location and patterns of use permit, and incorporation of cycle maintenance facilities.

The developer must provide clear justification in the Design and Access Statement, Transport Assessment and/or Travel Plan for the level and type of cycle parking infrastructure proposed to demonstrate it will meet the trip budget outlined in Policy 22: Managing motorised vehicles ~~Policy 22: Managing motorised vehicles .~~.

Why we are doing this

Relevant Objective: 1, 4

Cycle parking will be provided to levels in excess of adopted Cambridge Local Plan (2018) standards, reflecting the low car nature of the city district, the need to meet the trip budget for the development (Policy 22: Managing motorised vehicles) and to facilitate active travel. Cycle parking must be available from the outset, including in conjunction with temporary meanwhile uses. This will assist in encouraging more people to cycle for journeys in the knowledge that they will be assured of a safe and secure place to park their cycle at each end of their journey.

The design of cycle and micro-mobility parking must be considered at the outset to ensure it is appropriately integrated into the development and public realm and located so that it is more convenient than access to car parking and to minimise conflict between cycles, pedestrians and vehicles.

~~Where possible~~ Level access should be provided and sufficient space within which to easily manoeuvre cycles of all types. Short-stay and visitor parking should be provided within 15 metres of the main site entrance, where possible. Consideration should be given to integrating public cycle maintenance facilities, including a pump and tools. All parking must be secure (for example with root fixed stands), flexible, safe to use at all times, and long-stay parking should be covered.

Non-standard cycles are non-conventional upright cycles, which have different cycle parking requirements due to their different shape, size or bulk. These include tandem, cargo cycle, box bikes, hand cycle, adapted cycles, electric cycle, electrically assisted pedal cycle, adult trike, recumbent cycles, cycles with various additions such as baskets, paniers and child seats.

The range and type of cycles are diversifying to accommodate a wider range of users and abilities. Electric cycles are helping to make cycling accessible to people who previously did not cycle and for journeys over longer distances. Most charging is done at home or in the workplace as the battery is removable, but consideration should be given to appropriate provision for electric charging points~~.~~, including for e-scooters, e-strollers, and mobility scooters. Cycle parking must include capacity for all types of cycles with at least 5-10% of parking for non-standard cycles such as cargo cycles and cycles with trailers; the former can be secured through the provision of low bar / anchor loop which are unsuitable for standard cycles.

For residential purposes cycle and micro-mobility parking should be within lockers or cycle stands within a lockable, covered enclosure within or adjacent to the building. Space should be flexible enough to accommodate non-standard cycles, such as cargo cycles and/or securely store cycle trailers~~.~~ and accessories. Visitor parking should be provided for at the front of properties.

It is recommended that supporting facilities are provided where long-stay cyclists require them, i.e. places of employment. Supporting facilities include lockers, drying rooms, showers and changing rooms, as well as charging facilities for electric cycle batteries.

Space should also be provided to accommodate dockless cycle hire schemes ~~and~~, electric cycle schemes~~.~~ and micro-mobility forms of travel. Whilst these ~~cycles~~ do not need to be secured to cycle stands, to reduce street clutter, allocated space ~~(for approximately 1 to 3 cycles)~~ should be provided in convenient locations, such as adjacent to visitor parking and at ~~travel~~mobility hubs (see Policy 19: Safeguarding for Public Transport).

Innovative solutions are encouraged, and some flexibility will be applied to applications where it can be demonstrated that strict adherence to the standards within mixed-use areas is likely to result in a duplication of provision.

Guidance on the design principles and dimensions for new cycle parking provision is contained within Cambridge City Council's Cycle Parking Guide for New Residential Developments and Department for Transport Local Transport Note (LTN) 1/20: Cycle Infrastructure Design.

~~Evidence supporting~~Topic Papers and other documents informing this policy

- Transport Topic Paper (2021)
- Smart Infrastructure Topic Paper: Future Mobility (~~2020)~~2021)
- Smart Infrastructure Topic Paper: Environmental Monitoring (~~2020)~~2021)
- Internalisation Topic Paper (~~2020~~2021)
- ~~Manual for Streets (Department for Transport, 2007)~~Skills, Training, and Employment Topic Paper (~~2020)~~2021)

Monitoring Indicators

- Number of cycle parking spaces ~~provided for standard cycles~~in permitted schemes (residential and non-~~standard cycles~~residential)
- ~~Number of cycle maintenance facilities provided~~

Policy links to the adopted Local Plans

Cambridge Local Plan

- Policy 59: Designing landscape and the public realm
- Policy 82: Parking management
- Appendix L: Car and cycle parking requirements

South Cambridgeshire Local Plan

- Policy TI/3: Parking Provision
- Policy HQ/1: Design Principles

Other Council/County strategy and policy and other supporting guidance

- Manual for Streets (2007)
- Cambridge City Council: Cycle Parking Guide for New Residential Developments
- Department for Transport Local Transport Note (LTN) 1/20: Cycle Infrastructure Design (2020)
- Cambridge City Council's Cycle Parking Guide for New Residential Developments (2010)

~~Cambridgeshire and Peterborough Local Transport Plan –~~ Draft ~~Plan and Policies Annex~~[M53]

~~Cambridgeshire Local Transport Plan 2011-2031 (2015)~~[M54]

- ~~Transport Strategy for Cambridge and South Cambridgeshire (2014)~~Making Space for People Supplementary Planning Document (~~Draft~~ 2019)

~~6.47.4~~ Safeguarding for ~~Cambridge Autonomous Metro and~~ Public Transport

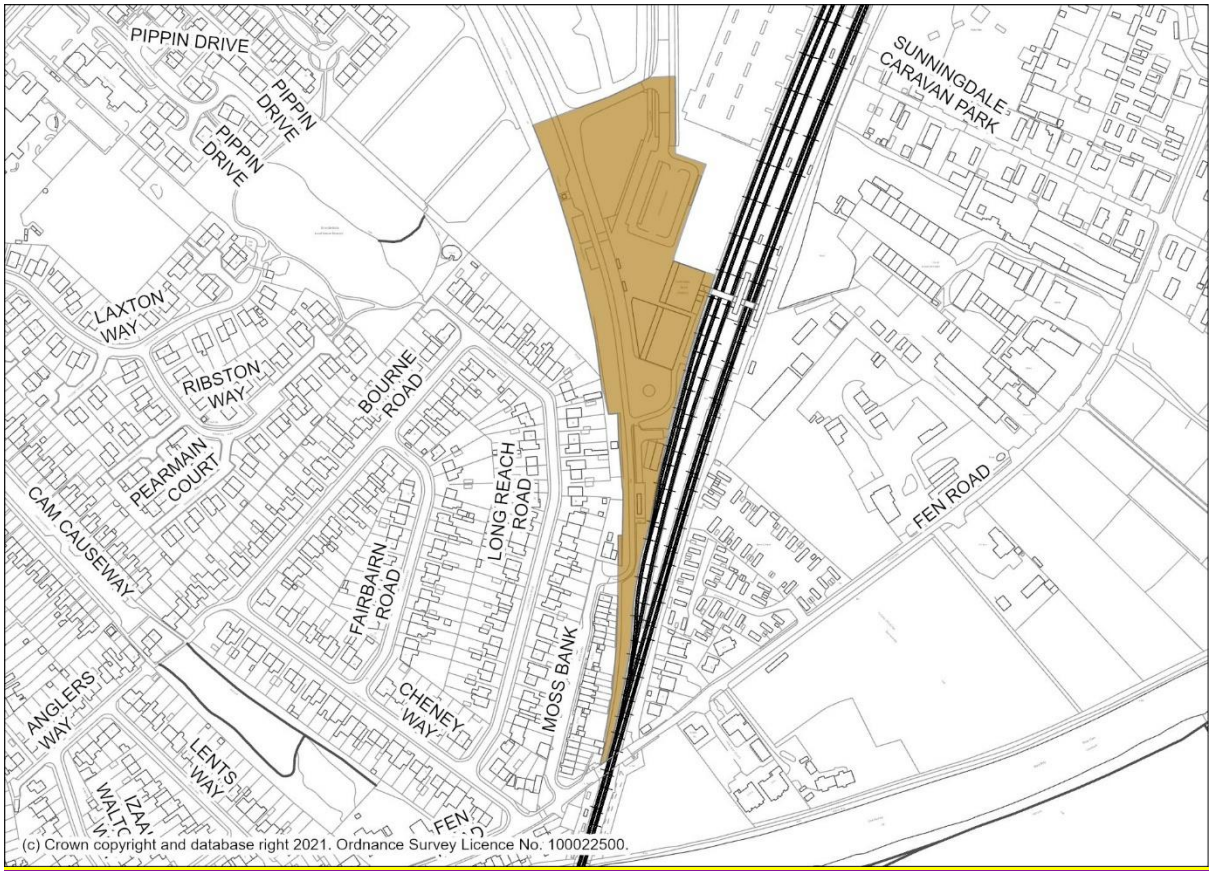


Figure ~~:~~39: Map showing location of land to be safeguarded for the ~~CAM~~Transport interchange

~~The Cambridgeshire and Peterborough Combined Authority is promoting the development of a high quality, regional mass transit network called the Cambridgeshire Autonomous Metro (CAM). The concept consists of a tunnelled central core which will connect Cambridge station and the city centre~~

Enabling people to ~~four portal locations. The current consultation proposal is for the northern portal~~travel to ~~be located in the~~ , from and within the new development by non-car modes is critical to supporting the strategic objectives for the redevelopment of the area and for underpinning the vehicular trip budget approach to traffic within North East Cambridge ~~area close to Cambridge North Station along the alignment of the Guided Busway.~~. Many more people will need to use bus, rail or other emerging forms of public transport to arrive in the area and will need to continue their journey on foot, cycle or by other methods.

Fundamental to the success of this is ensuring that people can switch seamlessly between different modes. As the site is built out, it will also be important to ensure that there is enough flexibility to adapt to new and emerging technologies which will assist in encouraging people to travel by non-car modes of transport. This policy ensures that land is safeguarded for ~~this, as well as other~~ public transport hubs as well as ensuring there is enough flexibility to adopt to new and emerging technologies.

~~What you told us previously~~

- ~~There was broad support for protecting corridors for sustainable movement options.~~

~~How your comments and options have been taken into account~~

- ~~The central core section to be delivered by the Cambridgeshire and Peterborough Combined Authority and the Waterbeach to North East Cambridge surface section being delivered by the Greater Cambridge Partnership are in the early phases of business case development. In order to allow both projects to proceed through the appropriate stages of options assessment and route development, policies in this plan will remain suitably broad at this early stage to ensure as much flexibility is maintained as possible without stalling development of the wider site in the meantime.~~

Policy 19: Safeguarding for ~~Cambridge Autonomous Metro and~~ Public Transport

~~Portal for the central core of Cambridge Autonomous Metro~~

~~The north portal for the central core section is likely to be located within the North East Cambridge Area Action Plan boundary. An area of land in close proximity of Cambridge North station (shown on~~



~~Figure 39) shall be safeguarded for the operation of the Cambridge Autonomous Metro, including land for the portal/tunnel entrance as well as for construction and maintenance.~~

North East Cambridge is a key public transport interchange and gateway to North Cambridge. Development proposals within or adjacent to the safeguarded area (shown in Figure 40) must demonstrate how they will support and enhance this function including how they have engaged with key transport bodies, including Network Rail, the Cambridgeshire and Peterborough Combined Authority, the Greater Cambridge Partnership and Cambridgeshire County Council.

Cambridge North Transport Interchange

Sufficient land will be safeguarded in the vicinity of Cambridge North Station to facilitate a quality transport interchange and mobility hub. The interchange shall accommodate the convergence of the ~~three~~two mass transit routes from ~~the central core, the~~ St Ives ~~route~~ and the proposed Waterbeach route, as well as services into the city centre and other destinations across the wider area. It will link seamlessly to the railway network~~.~~ at Cambridge North Station. It will also incorporate space for first/last mile ~~link modes to be used~~journeys utilising cycling and other micro-mobility options. The interchange will be designed in such a way that it caters for existing technologies, however it should include enough flexibility that it can be adapted in the future for emerging technologies, such as autonomous vehicles.

Mobility hubs

Site-wide masterplans (in accordance with Policy 23: Comprehensive and Coordinated Development) are required to incorporate the provision of mobility hubs ~~will~~. These should be ~~provided on~~located at key points on the main public transport, cycle and walking ~~and cycling routes,~~ corridors close to the main arrival points ~~into North East Cambridge~~, and centres of attraction (as illustrated in Figure 38). However additional mobility hubs may be required elsewhere to facilitate the seamless interchange between walking, cycling and other micro-mobility modes.

The design of a mobility hub should be tailored to its location, having regard to:

- The public transport modes that need to be included, whether they are timetabled or demand-responsive and their pick-up/drop-off requirements;
- The shared mobility facilities to be included, such as dockless cycles, e-scooter, e-bike, lift share;
- The facilities needed to facilitate seamless transfer between modes, such as secure cycle parking, EV charging, digital information, as well as ~~within the identified centres, across the site~~integration into the surrounding neighbourhood through well designed wayfinding;
- Other facilities, such as public toilets, café, or parcel collection;
- User safety and accessibility, which should extend to the consideration of the surrounding public realm and pedestrian approaches; and
- The need for the hub to be highly visible and, therein, its contribution to sense of place and community focus;
- Opportunities for co-location with other community facilities.

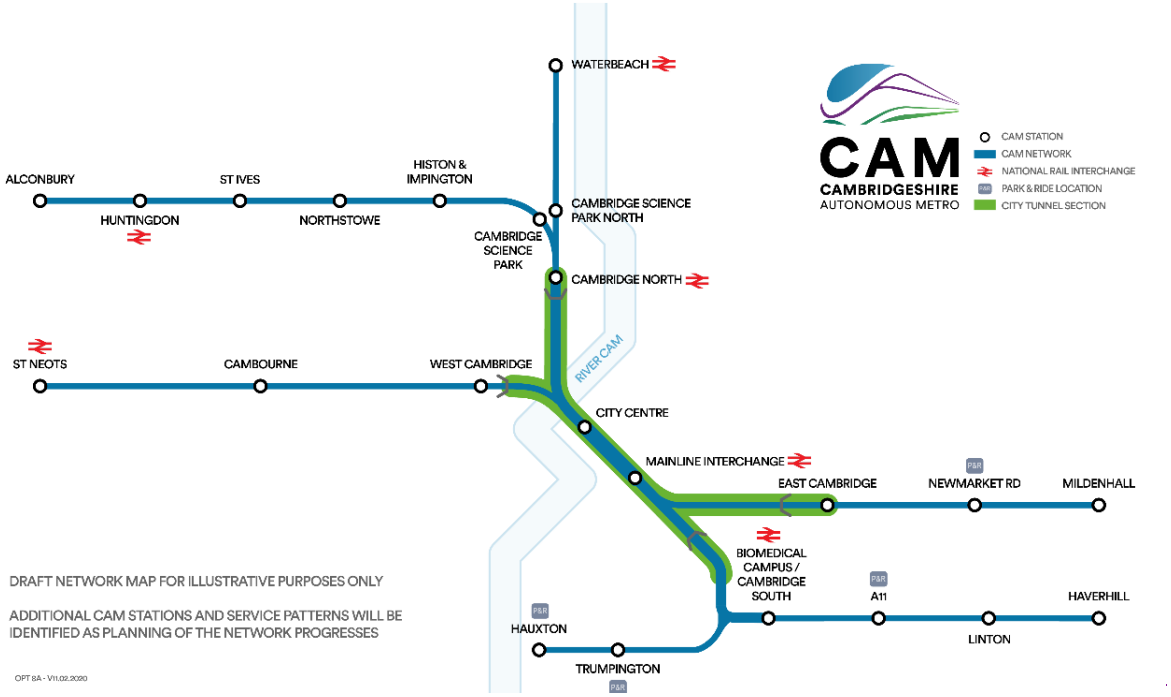
Development proposals must show how flexibility can be designed into the mobility hubs to enable ~~seamless interchange between public transport and other mobility options for first/last mile links within the site. Sufficient space should be allocated to each hub to enable a mix of traditional and innovative options for the first/last mile link to be provided or to evolve as new~~them to adapt over time to be responsive to emerging trends, technologies ~~come forward.~~ and travel habits.

~~Hubs should include space for cycle parking, including an area for dockless cycle hire cycles, good wayfinding and signposting and real time information as a minimum~~

~~but could also include space for emerging micro-mobility modes, ride-hailing services, last mile deliveries and lockers or charging points, for example.~~

Why we are doing this

Relevant Objective: 1, 3, 5



~~Figure : Indicative CAM network map. Source:~~ North East Cambridge ~~should be designed around a network of links~~will build upon and ~~connections for sustainable active modes which will provide access to a series of fully accessible mobility hubs where it is possible to interchange between high quality~~ expand the existing public transport ~~and other modes for seamless journeys.~~

~~The Cambridgeshire and Peterborough Combined Authority is promoting the development of a high quality, fast regional mass transit network called the Cambridgeshire Autonomous Metro (CAM). The concept consists of a tunnelled central core which will connect Cambridge station and the city centre to four portal locations in the north (the current consultation proposal is for this to be located in the North East Cambridge area close to~~ network that already serves the site and surrounding area. Cambridge North Station ~~along the alignment of the Guided~~

~~Busway), east, south and west of the city. These four portals will then connect seamlessly into existing segregated routes to St Ives and Trumpington Park & Ride, as well as four new segregated surface routes being promoted by the Greater Cambridge Partnership to Waterbeach, Newmarket Road, Granta Park and Cambourne, connecting to new growth sites along the way. Finally, four regional extensions are also in the early development stage, connecting onwards to Alconbury Weald, Mildenhall, Haverhill and St Neots~~is an important interchange and as North East Cambridge is developed its role will become even more significant not only for enabling people to travel into the area without using private vehicles, but also as an important public transport node in the city.

~~The scheme is of relevance to~~ Plans are already being advanced by the Greater Cambridge Partnership (GCP) for a rapid transit bus service between the city centre, North East Cambridge ~~for two reasons; where the portal for the tunnelled section might be located within the plan area~~ and ~~how the segregated surface section from the~~ the new town north of Waterbeach ~~feeds through the development site to the portal entrance.~~

~~To secure the benefits of the CAM, including seamless integration with Cambridge North Station, the Guided Busway and the proposed Waterbeach Mass Transit it is appropriate for~~ (as shown in Figure 41). It is therefore important that the Area Action Plan ~~to safeguard~~safeguards land ~~to facilitate delivery. As the CAM and Waterbeach to North East Cambridge projects are developed, more certainty will be given as the plan process advances.~~

~~In addition to serving the Area Action Plan area the interchange will be important in serving the sustainable~~around Cambridge North Station to accommodate the additional transport ~~needs of the wider catchment. The final location and design of the interchange should inform wider sustainable walking and cycling connection in accordance with .~~

~~The public realm should be designed to enable seamless interface between different travel options~~services and associated passenger infrastructure at ~~mobility hubs. Mobility hubs should include appropriate waiting facilities; shelter, seating and real time information, with good wayfinding and onwards journey information, cycle parking and access to dockless cycle hire schemes (in accordance with).~~this key interchange.

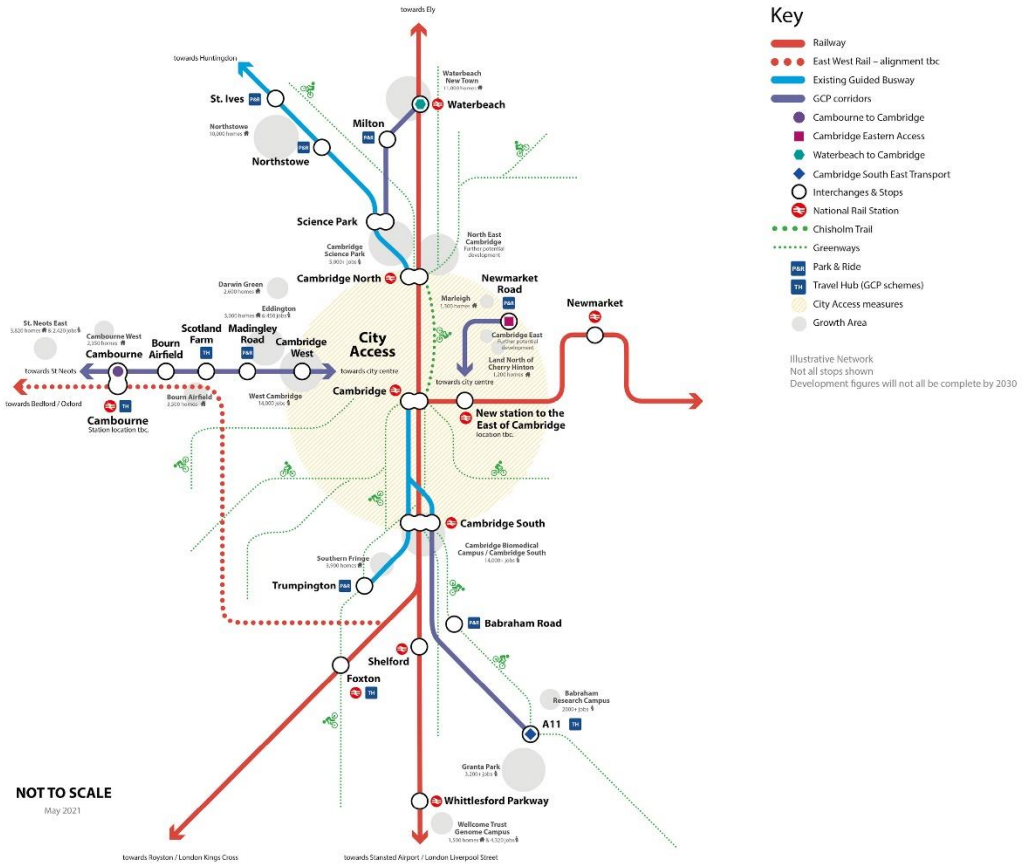


Figure 40: Greater Cambridge 2030 Future Network (source Greater Cambridge Partnership)

In order to maximise the use of the existing, planned and emerging public transport modes, a series of mobility hubs will be required across North East Cambridge to facilitate seamless transfer to first and last mile connections. The mobility hubs will enable people, whatever their mobility requirements, to have a choice in how they make different journeys, will facilitate more multi-modal journeys and will provide the information and digital infrastructure needed to do that.

Whilst consideration of the public transport modes and their requirements will be necessary for each hub and a minimum standard will be expected at each, the hubs provide an opportunity to integrate not only with walking and cycling networks but other emerging micro-mobility and shared modes of transport, to expand the choice of first and last mile connections. They should become a natural focus for

dockless/free floating micro-mobility services which otherwise run the risk of becoming street clutter. Consideration should also be given to the range of mobility-related facilities that should be provided at each hub, including cycle parking, electric charging, and cycle repair facilities.

Digital integration will be key to the success of the mobility hubs. Basic digital information must be included such as real time transport information and ticketing, but in demonstrating flexibility, development proposals should show how the hubs will be able to facilitate Mobility as a Service (MaaS) as new technologies and services come forward.

Consideration should be given to the space needed for each mobility hub and how it will integrate with and enhance the surrounding public realm to become a positive focus for the surrounding community and environment. Over time, the mobility hubs may need to adapt to new and emerging modes of transport, which may be physically and operationally different to those around today. As such, proposals will be expected to demonstrate that there is enough space to provide flexibility to accommodate changing requirements in the future. Consideration should also be given to the range of non-mobility facilities that could be provided at each hub to enhance the experience for users and support the local community, such as package delivery lockers, wi-fi and phone charging, public art, planting or play equipment. Mobility Hubs should also be easily recognisable and branding across the whole area should be considered.

Evidence supporting this policy

- Ely to Cambridge Transport Study (2018)
- North East Cambridge Transport ~~Assessment~~Evidence Base (2019~~) and Addendum (2020))~~
- ~~Cambridgeshire Autonomous Metro Strategic Outline Business Case (2019)~~NEC AAP High Level Transport Strategy (2021) (prepared by the five main NEC landowners in collaboration with the Councils and County Council)

Topic Papers and other documents informing this policy

- Transport Topic Paper (2021)
- Smart Infrastructure Topic Papers: Environmental Monitoring (~~2020)~~2021)

Monitoring indicators

~~Monitoring indicators~~

- ~~Modal share for public transport users~~
- ~~Number of mobility hubs provided~~
- Number of passenger journeys starting and ending at Cambridge North Station
- Passenger numbers on the Guided

Policy links to the adopted Local Plans

Cambridge Local Plan

- Policy 5: Strategic transport infrastructure
- Policy 59: Designing landscape and the public realm
- Policy 80: Supporting sustainable access to development

South Cambridgeshire Local Plan

- Policy HQ/1: Design Principles
- Policy TI/1: Chesterton Rail Station and Interchange
- Policy TI/2: Planning for Sustainable Travel

Other Council/County strategy and policy and other supporting guidance

- Cambridgeshire and Peterborough Local Transport Plan ~~–~~ (2021)

Draft ~~Plan and Policies Annex~~[M55]

~~Cambridgeshire Local Transport Plan 2011-2031 (2015)~~ [M56]

- ~~Transport Strategy for Cambridge and South Cambridgeshire (2014)~~Making Space for People Supplementary Planning Document (~~Draft~~ 2019)

~~6.5~~7.5 ~~Cambridgeshire Autonomous Metro Strategic Outline Business Case (2019)~~ Last mile deliveries

Changing patterns of retailing with greater use of e-commerce means that consumers (businesses and residents) increasingly expect products to be delivered to their door. Cambridge has been a pioneer in cycle deliveries with a consolidation centre at the edge of the city that transfers parcels on to smaller cycle-logistic bikes. North East Cambridge provides an opportunity to develop at least one consolidation hub that would enable smaller electric vehicles or other ultra-low emission vehicles and cycles to serve the development. This policy sets out where we expect delivery hubs to be located and what they should provide.

~~**What you told us previously**~~

- ~~You supported innovative measures such as a centralised consolidation hub to service businesses, retail deliveries and help reduce demand on the highway network and lessen environmental impacts. You suggested this could also serve the wider city.~~
- ~~You asked us to consider cycling logistic firms using cargo cycles to make last-mile deliveries.~~
- ~~You asked us to provide flexibility to future proof for technological advances and growth of online shopping.~~
- ~~Other suggestions included a rail freight terminal accessed on an extended Cowley Road and a trans-shipment hub close to the A14.~~

~~**How your comments and options have been taken into account**~~

- ~~In line with your comments, the proposed policy anticipates at least one consolidation hub to which deliveries will be made and sorted ready for onwards delivery.~~
- ~~Last mile deliveries will be encouraged by cycle logistics firms using cargo cycle and/or electric vehicles for bulkier items.~~
- ~~This will enable consolidation into fewer delivery trips serving destinations within the area, reduce the overall number of vehicles within the new city~~

~~district and reduce environmental impacts, improve place making and public safety.~~

- ~~Reflecting the comments received, this policy is flexible and futureproofed for changing technological solutions.~~

Policy 20: Last mile deliveries

A delivery and consolidation hub has been identified within Cambridge Science Park Local Centre, as set out in Policy 10c. An additional delivery and consolidation hub could be located close to Milton Road where it can be accessed directly from the primary street to reduce vehicle movements within the Area Action Plan area.

~~The Councils expect~~ Development proposals within these locations ~~to~~must make provision for a delivery hub of up to 1,500m^2 to enable the consolidation of deliveries to service the needs of local businesses, retailers, community uses and residents.

The delivery and consolidation hubs should be designed to receive goods from larger vehicles including adequate turning and unloading space and to enable onwards 'last-mile' delivery ~~will~~to be provided by sustainable modes, including by cycle logistics solutions using cycles / cargo cycles and for bulkier items using electric vehicles.

Development proposals should be accompanied by a Delivery and Service Plan which demonstrates how delivery and consolidation hubs will serve the development and reduce vehicle trips within the area.

Innovative and flexible solutions are encouraged, including utilising measures such as digital and online infrastructure to better manage supply and demand, dynamic management of the kerb for deliveries of goods, and future proofing for technological improvements which may include use of drones and autonomous delivery vehicles.

Why we are doing this

Relevant Objectives: 1, 2, 4

To meet the demand for fast deliveries of good and services the movement of freight is typically performed by a large number of delivery companies who inefficiently

duplicate each other's journeys with partially filled trucks and vans. This results in unnecessarily high levels of congestion, safety issues, pollution and environmental impacts, and rising distribution costs.

With the existing capacity constraints on the highway network in and around North East Cambridge and no opportunity to increase this in future, the additional pressure from services and deliveries needs to be addressed in a comprehensive and coordinated way~~.~~ to make deliveries as efficient as possible. Unconstrained deliveries direct to business premises and properties is, with the growth in e-commerce, likely to generate many trips and exceed the trip budget (Policy 22: Managing motorised vehicles and available highway capacity causing unacceptable levels of congestion and air pollution. In addition, there would be limited control over the types of vehicles, such as diesel trucks and vans, used to make the deliveries and the resultant environmental impacts. Numerous vehicles pulling up at the kerb to make deliveries could also impact on the public realm, public safety (conflict with pedestrians and cyclists) and the quality of life of people living and working in the area. However, it may be possible, in this scenario, to introduce some controls to constrain deliveries to certain times of the day by 'managing the kerb'.

In addition to reducing the number of delivery trips, use of a delivery and consolidation hub provides environmental benefits in excess of those achieved by converting the existing vehicle fleet to zero emissions. The ability to replace multiple deliveries into a single delivery can improve the customer experience, save money and time. Coupled with vehicular access restrictions (see ~~),~~Policy 21: Street hierarchy), reducing the number of vehicles and switching trips to more sustainable modes will improve the safety of vulnerable road users such as pedestrians and cyclists, help re-enforce the people first approach (Policy 16: Sustainable Connectivity) and improve the quality of life for the new community.

The Councils have identified preferred locations for ~~a~~ delivery~~/~~ and consolidation ~~hub~~hubs and expect development proposals coming forward in these areas to make appropriate provision. Consideration should be given to co-locating ~~the hub~~hubs with other active uses, such as shops and other services and facilities to enable residents to make multi-purpose trips if they collect their purchases from the hub in person. The hubs should be located and designed to ensure there is sufficient space for cycles and vehicles to manoeuvre safely and load / unload without obstructing pavements, cycleways, and vehicular traffic.

The onwards ‘last-mile’ delivery should be undertaken by sustainable modes, including by cycle logistics solutions using cycles / cargo cycles (including electric cycles). For bulkier items it may be necessary to use larger sustainable vehicles; such as electric ~~bikes~~vehicles.

Innovative solutions and technology should also be considered to further reduce the number of delivery trips and manage onwards ‘last-mile’ deliveries; Cambridge has seen the first drone delivery by Amazon and companies are beginning to look at autonomous delivery of small items (with trials being undertaken in Milton Keynes). Consideration should be given to use of secure lockers, including refrigerated units, throughout the development. Technology can also assist with managing supply and demand. For example, allowing the consumer to select a delivery window to suit their availability and reduce the number of abortive trips. Technology can also be used to manage the kerb for deliveries by vehicles, by controlling times of day that deliveries can be undertaken and/or the dwell time. Additionally, it may be possible to allow packaging to be returned for recycling, providing an accessible centralised place for refuse vehicles to collect from.

Evidence supporting this policy

- North East Cambridge Transport ~~Assessment~~ Evidence Base (2019)
- NEC AAP High Level Transport Strategy (2021) (prepared by the five main NEC landowners in collaboration with the Councils and ~~Addendum~~ (~~2020~~County Council)

Topic Papers and other documents informing this policy

- Transport Topic Paper (2021)
- Smart Infrastructure Topic Paper: Future Mobility (~~2020)~~2021)
- Smart Infrastructure Topic Paper: Environmental Monitoring (~~2020)~~2021)
- Internalisation Topic Paper (~~2020~~2021)
- Community Safety Topic Paper (~~2020~~2021)

Monitoring indicators

~~## Monitoring indicators~~

- Number of delivery hubs ~~provided~~permitted and completed
- ~~Mode share of delivery trips~~

Policy links to adopted Local Plans

Cambridge Local Plan

- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development

South Cambridgeshire Local Plan

- Policy TI/2: Planning for Sustainable Travel

Other Council/County strategy and policy and other supporting guidance

- Cambridgeshire and Peterborough Local Transport Plan ~~– Draft Plan and Policies Annex~~(2021)

~~Cambridgeshire Local Transport Plan 2011-2031 (2015)~~[M57]

- ~~Transport Strategy for Cambridge and South Cambridgeshire (2014)~~Greater Cambridge Sustainable Design and Construction SPD (2020)
- Draft Making Space for People Supplementary Planning Document (~~Draft~~ 2019)

~~6.6~~7.6 Street hierarchy



NORTH EAST CAMBRIDGE AREA ACTION PLAN KEY

- New primary street network for motorised traffic
- New primary routes for pedestrians and cyclists
- Secondary streets to have access for servicing, drop-off, blue badge and emergency access only – no through routes.
- Car barns to be located where they are accessible to residents and workers

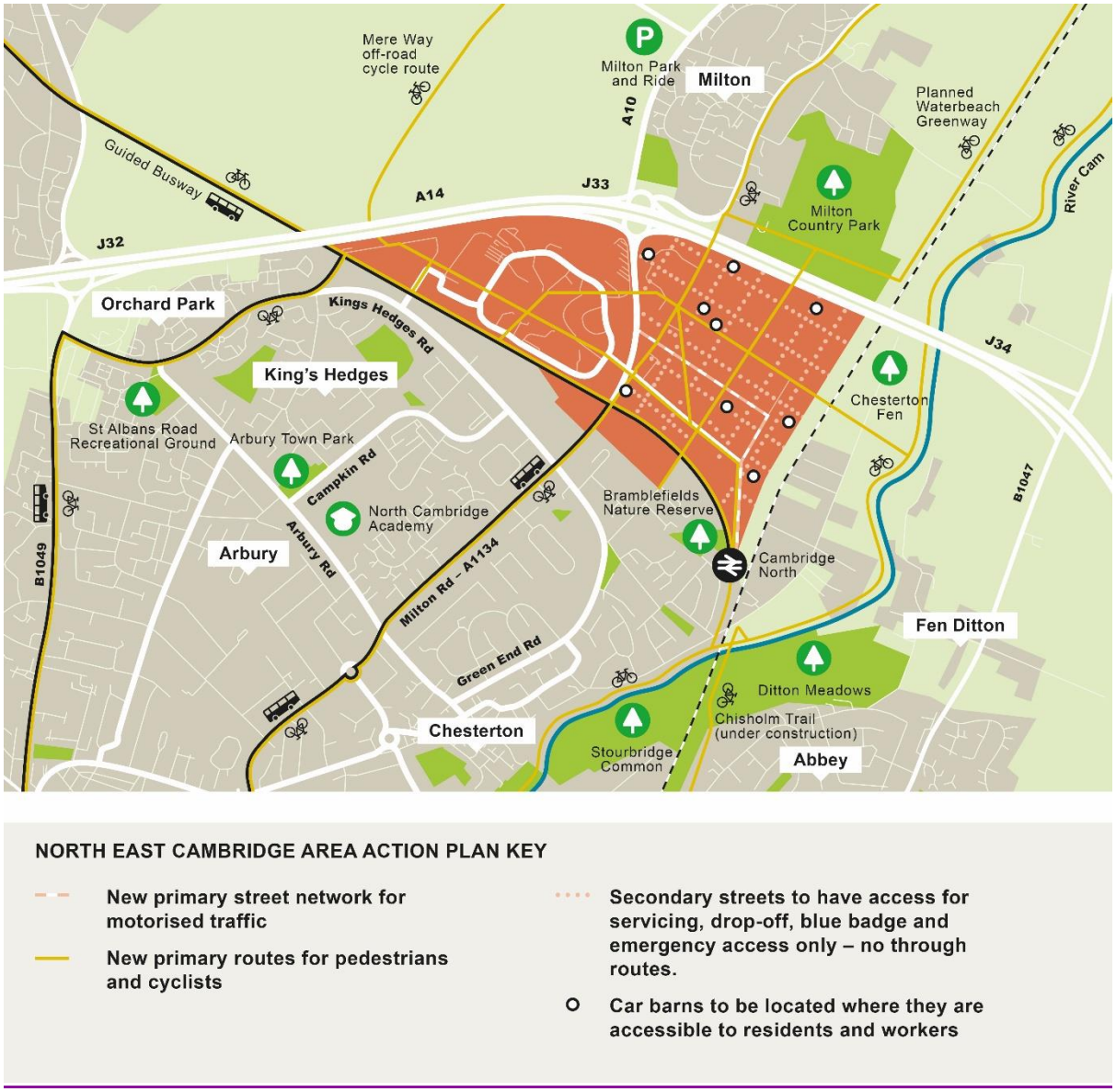


Figure ~~:~~41: Street hierarchy for North East Cambridge

While North East Cambridge will be designed around active travel as the first choice, we must also ensure that there is a functional street network for vehicular access~~,~~ including for public transport, emergency vehicles, servicing local businesses, and for people with mobility issues as well as community transport and taxis. This policy describes the primary and secondary street network and how these streets should be designed for low vehicle speeds, and with excellent provision for walking and cycling to ensure these remain the travel mode of choice. It also sets out how space efficient car parking should be provided in 'car barns' so that residents and workers who need to occasionally use cars, can access private or shared cars.

What you told us previously

- You supported facilitating non-car travel modes, including provision of an extensive network of routes for active travel, high quality public transport, but without cutting off access for those who need cars.
- One comment suggested that main roads should be kept to the periphery of the development.
- You commented that industries requiring lots of large lorries are considered incompatible with safe cycling and walking.
- You commented that provision for non-car modes is necessary to implement a trip budget approach and reduce car dependence; this would also support low levels of car parking and provision of a car pool hire scheme could help to reduce car ownership. You felt that a robust and well-funded area-wide Travel Plan is needed.
- You said we should consider the reality of car use, and provision should be made for car journeys into Fen Road
- You suggested centralised refuse collection and a consolidation hub for deliveries to help reduce demand on the highway.

How your comments have been taken into account

- It is not a feasible option to ban vehicular traffic from North East Cambridge completely. Access is needed for emergency vehicles and to meet servicing requirements of local businesses, retail and community uses, and by people with mobility issues. Vehicles such as public transport, community transport and taxis provide an important part of the wider mobility model. However, a site-wide network of through routes for vehicles would undermine efforts to reduce car use and encourage active travel. The proposed policy therefore manages vehicular traffic onto the most appropriate streets to enable the new city district to function appropriately. This is broadly in line with your comments that vehicle use should not be banned but should be reduced as far as possible.
- New vehicular links to areas outside North East Cambridge, such as across the railway to connect with Fen Road, could encourage a greater level of traffic through North East Cambridge and undermine the aspirations to reduce car use. Any move to close the level crossing will need to be initiated by Network

~~Rail and go through due processes. The authorities will need to work together to form a view on where any alternative should go to deliver the best outcomes, should this situation arise.~~

- ~~In response to your comments, delivery consolidation is dealt with in .~~

Policy 21: Street hierarchy

North East Cambridge should be designed to manage vehicle movements in accordance with the street hierarchy shown in Figure ~~Figure 41~~ and the design principles described in Policy 7: Creating high quality streets, spaces~~Policy 7: Legible streets and spaces~~ and shown in Figure ~~Figure 16,~~, Figure 18 and



KEY

1 Minimum 21m distance between building frontage

2 3m wide terrace gardens in front of ground floor homes

3 2m wide footway

4 Street design incorporates informal seating, planting, doorstep play areas, cycle and disabled parking, drop-off areas and accommodates vehicle access with a design speed below 20mph in a 'Woonerf' approach

Figure ~~Figure 18:~~:

- Primary streets will provide the main vehicular access into and within North East Cambridge. They should be designed to:
    - Include high quality segregated paths and cycle paths for all non-vehicular users, including micro mobility;
    - Give priority to active sustainable modes at and across junctions using the primary street and across side roads;
    - Give priority access to public and community transport; and
    - Accommodate speeds below 20 mph.

Secondary streets will provide access to the wider area for essential emergency vehicles, as well as servicing commercial, community and residential properties, off-plot car parking in car barns (including car pool hire schemes), and to provide access for people with mobility issues. These should be designed to

- Provide full permeability and priority for active sustainable modes;
- No through routes for non-essential traffic, with filtered permeability to enable access for essential vehicles;
- Public realm designed for low traffic volumes and speeds below 20 mph; and
- Any loading bays, drop-off/pick-up points and vehicle parking for people with mobility issues, should be integrated into the public realm. Innovative solutions should be considered to ‘manage the kerb’.

Consideration should be given to the incorporation of car-free zones, particularly close to centres of activity and mobility hubs.

Why we are doing this

Relevant Objectives: 1, 4, 5

It is not intended to prevent vehicular traffic within North East Cambridge but to minimise and manage vehicle movements through a clear street hierarchy and filtered permeability. Filtered permeability “filters out” through car traffic on selected streets to create a more attractive environment for walking and cycling, while maintaining accessibility for emergency and service vehicles. This will maintain

appropriate access to all areas to enable the area to function in a manner that will not undermine place making and active travel objectives. All streets will be designed around people, to feel safe, with low traffic speeds and accord with the design principles outlined in Policy 7: Creating high quality streets, spaces and shown in Figure , Figure 18 and



KEY

1 Minimum 21m distance between building frontage

2 3m wide terrace gardens in front of ground floor homes

3 2m wide footway

4 Street design incorporates informal seating, planting, doorstep play areas, cycle and disabled parking, drop-off areas and accommodates vehicle access with a design speed below 20mph in a 'Woonerf' approach

Figure : with the aim of making it more convenient and faster for people to walk and cycle than drive:

Primary streets

The main vehicular access to North East Cambridge will be via primary streets which will serve the key areas including Cambridge Science Park and Cambridge North railway station. They have been designed to keep non-essential traffic away from centres where there will be clusters of public uses and activity, such as the district

and neighbourhood centres, schools and other spaces where the public realm puts people first, to minimise conflict.

Whilst primary streets will be the main traffic routes through the site, priority will be maintained for active travel routes at all junctions to provide seamless connections and maintain continuity for cyclists and pedestrians, adopting 'Mini-Holland' principles. Crossing points should be level, safe (with good sight lines and lighting), and ensure vehicular traffic is required to give way.

High quality segregated routes and spaces for pedestrians and cyclists will be provided to maintain separation and minimise conflict between different users travelling at different speeds, as well as from vehicular traffic. The design of cycleways should accord with the principles in Local Transport Note 1/20: Cycle Infrastructure Design, whilst ensuring other non-motorised users are not disadvantaged.

Priority will be provided to public and community transport over other vehicular traffic to ensure direct access and minimise the chance of delays.

Secondary streets

Secondary streets will be accessed from the primary streets and provide access to the wider area for essential emergency vehicles, as well as servicing commercial, community and residential properties, off-plot car parking in car barns, and to provide access for people with mobility issues. These streets will be designed as no-through routes (except for essential traffic such as emergency vehicles) to reduce circulating traffic and create opportunities for car free zones within the development. With low traffic volumes the design of secondary streets should be more inclusive for all users within a shared space with less need for physical segregation, although there should be clear delineation for different users (for example through use of different surfacing materials and low kerb heights) to minimise conflict, particularly for vulnerable users such as those with visual impairments.

Consideration should be given to any vehicle parking, including for people with mobility issues, space for drop-off / pick-up and delivery vehicles (allowing flexibility for future technological advances such as autonomous vehicles), and to integrate it into the public realm in a way that the space can be repurposed when the space is not in use. Policy 22 sets out the approach to be taken to design out inappropriate parking.

Evidence supporting this policy

~~**Evidence supporting this policy**~~

- North East Cambridge Transport ~~Assessment~~Evidence Base (2019)
- NEC AAP High Level Transport Strategy (2021) (prepared by the five main NEC landowners in collaboration with the Councils and ~~Addendum (2020~~County Council)
- Ely to Cambridge Transport Study (2018)

Topic Papers and other documents informing this policy

- Transport Topic Paper (2021)
- Smart Infrastructure Topic Paper: Future Mobility (~~2020)~~2021)
- Smart Infrastructure Topic Paper: Environmental Monitoring (~~2020)~~2021)
- Internalisation Topic Paper (~~2020~~2021)
- Skills, Training and Local Employment Opportunities Topic Paper ~~(2020)~~ (2021)

Monitoring indicators

- ~~Waltham Forrest Mini Holland Design Guide (2015)~~

~~**Manual for Streets (2007)Monitoring indicators**~~

- ~~Number of vehicles using primary and secondary streets~~
- ~~Number of cars parking in undesignated places~~
- None

Policy links to the adopted Local Plans

Cambridge Local Plan

- Policy 59: Designing landscape and the public realm
- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development

South Cambridgeshire Local Plan

- Policy HQ/1: Design Principles
- Policy TI/2: Planning for Sustainable Travel

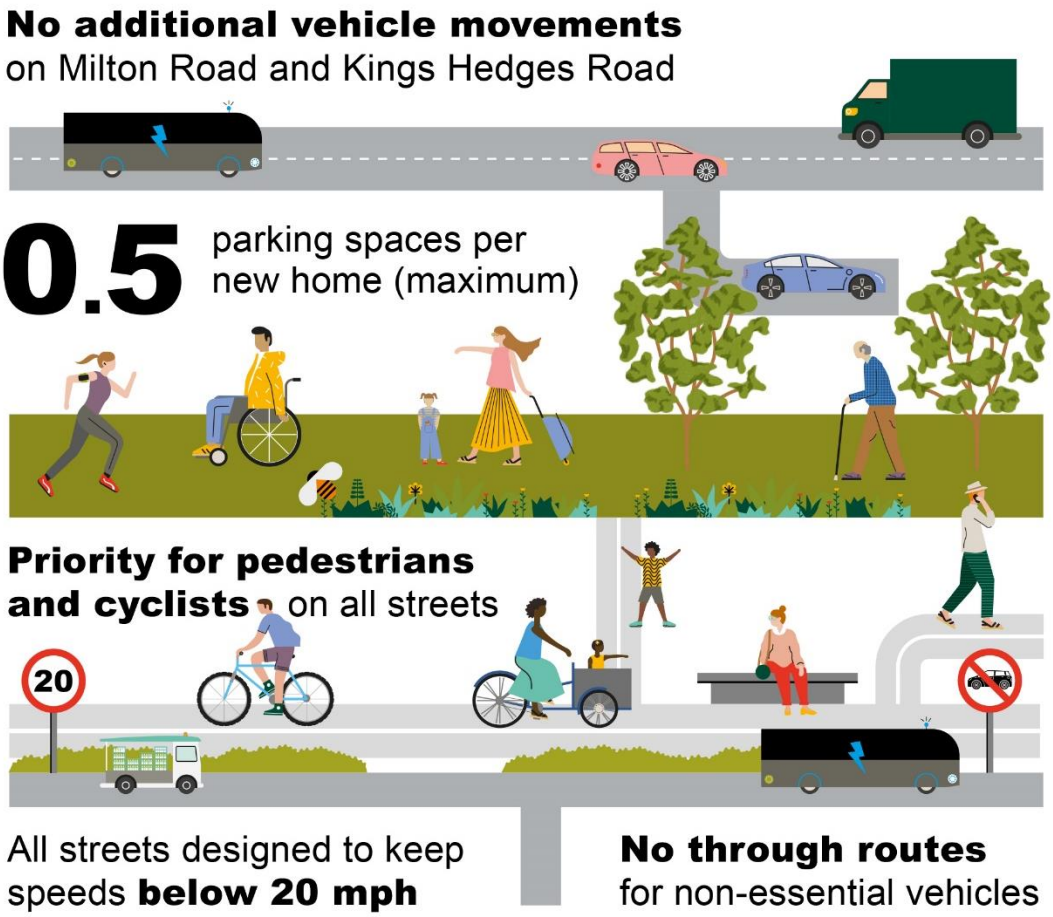
Other Council/County strategy and policy and other supporting guidance

- Cambridgeshire and Peterborough Local Transport Plan ~~– Draft Plan and Policies Annex~~(2021)

~~Cambridgeshire Local Transport Plan 2011-2031 (2015)~~[M58]

- ~~Transport Strategy for Cambridge and South Cambridgeshire (2014)~~Greater Cambridge Sustainable Design and Construction SPD (2020)
- Draft Making Space for People Supplementary Planning Document (~~Draft~~ 2019)
- Waltham Forrest Mini Holland Design Guide (2015)
- Manual for Streets (Department for Transport, 2007)

~~6.7~~7.7 Managing motorised vehicles



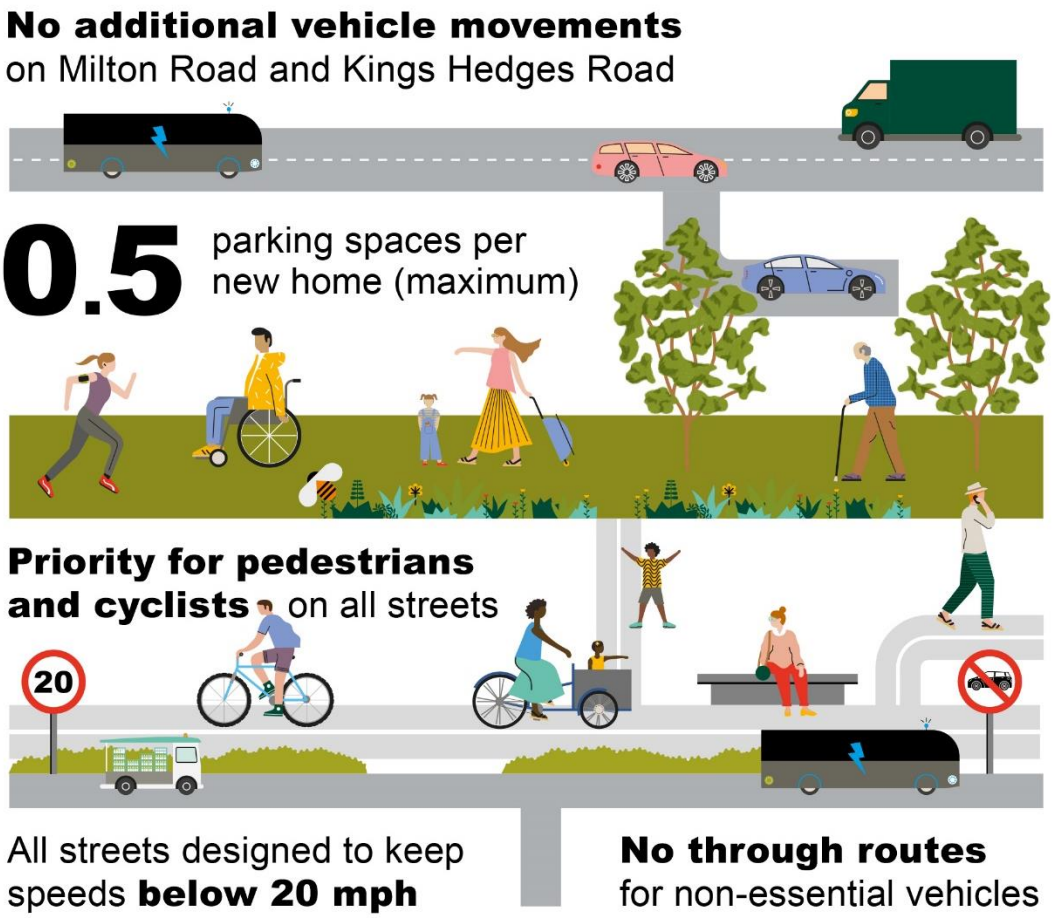


Figure ~~:~~42: Infographic showing key measures in the policy

In order to create a walkable, cyclable and sustainable neighbourhood which does not increase pressure on the road network around the area, the overall number of vehicle movements in North East Cambridge will have to be carefully managed and significantly reduced from current levels. To achieve this, development will be subject to strict trip budgets which will limit the number of vehicle trips allowed to and from each site, and supported by reduced levels of car parking. This policy sets out the trip budget principles and quotas, and the ratio of parking spaces that will be permitted for new development~~...~~.

~~**What you told us previously**~~

- ~~There is concern that if developed with traditional mode shares, the development would cause unacceptable problems on the surrounding highway network.~~

- However, the majority of respondents understand the opportunity that this site affords to provide a much more sustainable development and there is general support for low car usage as long as this is supported by improvements to public transport and provision for non-motorised users.
- The principle of a site wide vehicular trip budget is broadly supported, but existing developments must play their part in making the development significantly less reliant on private cars.
- There was also broad support for the principle of a much-reduced approach to parking, but again the need for equity across the site was emphasised, as well as not simply displacing parking to other, undesirable locations such as surrounding streets or villages.

How your comments and options have been taken into account

- The Transport Evidence Base undertook a modelling exercise to understand the impact on the highway network if a range of different development scenarios were built out on the site. The work considered what the impact would be if current mode shares on the site were maintained. It showed that a business-as-usual approach would multiply existing local highway delays to an unacceptable level which it would not be possible to mitigate.
- Lack of spare highway network capacity in and around the area particularly at peak times, the limited opportunities to increase this in the future, the additional pressure to be placed on the road network by other developments such as the new town north of Waterbeach and the lack of wider policy support to increase general highway capacity into the city centre are all factors influencing the approach proposed for general vehicular traffic in the Area Action Plan. It has been concluded that for any further development to be delivered in the North East Cambridge area, this should not result in peak-period highway trips increasing above existing levels. Remaining within this 'trip budget' will require the existing relatively unconstrained car mode-share to be significantly reduced in the future, an approach which is in line with that adopted by the Greater Cambridge Partnership for Cambridge as a whole (i.e. reducing traffic to 10% to 15% below 2011 levels).
- The transport evidence also considered what car parking standards would be appropriate in order to support the trip budget. The study found that car parking across the area as a whole would need to be limited to approximately the number of spaces currently utilised by Cambridge Science Park. This would require a significantly more restrictive car parking policy than the adopted 2018 Local Plans' standards for new developments, coupled with a progressive reduction in parking availability across existing developments, as more alternatives to the private car come forward. This will require careful

~~phasing of development and sustainable transport measures over the life of the North East Cambridge development.~~

Policy 22: Managing motorised vehicles

Development proposals will be supported where it can be demonstrated that it can be delivered within the vehicle trip budget. Development will not be permitted if proposals exceed the vehicle trip budget.

The NEC AAP High Level Transport Strategy 2021 (prepared by the five main NEC landowners in collaboration with the Councils and County Council) must be kept under review by the developers to demonstrate the deliverability and achievability of the scale of development within the prescribed trip budget, site wide car parking provision, and to monitor the transport impacts of development.

The maximum vehicular trip budget for the Area Action Plan area on to Milton Road is:

- ~~•~~ AM Peak: 3,900 two-way trips
- ~~•~~ PM Peak: 3,000 two-way trips

For access on to Kings Hedges Road, the maximum vehicle trip budget is:

- ~~•~~ AM Peak: 780 two-way trips
- ~~•~~ PM Peak: 754 two-way trips

The trip ~~budgets will be~~budget has been proportioned to development areas across the North East Cambridge area in accordance with the total ~~anticipated~~indicative development ~~amount of~~capacities proposed for each area ~~(current and future)~~ as set out in ~~the Transport Evidence Addendum~~Policy 12a Business and Policy 13a Housing.

In order to comply with the vehicle trip budget, the area as a whole will need to significantly reduce the car-driver mode share down from the 70% indicated in the 2011 Census but the final figure depends on the development mix.

With the exception of relatively minor highway works at Milton Road accesses, the scenario above does not require major highway mitigation. To achieve compliance with the ~~above~~trip budget and, therein, the required non-car mode share, there will need to be significant investment in enhancing the sustainable travel options and radical restrictions on the available parking on the site.

Car Parking

In order to support the principle of the vehicle trip budget, it is essential that:

a) ~~a)~~ each land parcel within North East Cambridge significantly reduces the existing parking allocation / occupancy, and

b) ~~b)~~ new development takes a restrictive approach to car parking, in order to achieve the Area Action Plan strategic objectives.

The Transport Evidence sets out that in order to ~~comply~~manage compliance with the vehicle trip budget ~~a maximum total provision of 4,800~~ employment related parking spaces accessed directly from Milton Road ~~across the area~~ should be ~~provided. The Addendum~~limited to ~~the Transport Evidence sets out that~~ a ~~further~~ maximum of 4,800 space. Provision of only 1,160 spaces (390 for the Regional College and 770 for Cambridge Science Park) ~~can~~should be ~~accessed~~made for vehicles accessing the Area Action Plan area from Kings Hedges Road; this would require the prevention of a vehicular through route from Milton Road to Kings Hedges Road through the Cambridge Science Park site.

For residential uses, a maximum site-wide parking standard of 0.5 spaces per dwelling should be used as a starting point, with an expectation that lower levels will be achieved for all housing types and tenures.

A site-wide residential parking strategy should be developed to incorporate neighbourhoods of car-free housing, particularly close to centres of activity and mobility hubs. For ancillary uses, parking should be limited to operational and blue badge use only.

~~The total parking budget will be proportioned across the North East Cambridge area in accordance with the total anticipated size of each area (current and future) and set out in the Addendum to the Transport Evidence.~~

In order to create a place that positively encourages walking and cycling instead of car use for short trips, car parking will be accommodated off-plot within car barns rather than immediately outside properties. Car barns should be provided throughout the area (in accordance with Figure ~~Figure 41))~~ and incorporate electric charging points with a minimum rates output of 7 kW for all spaces as well as appropriate space for motorbikes, scooters and car pool hire scheme vehicles. They should be well planned as part of a comprehensive design approach which includes the principles of designing out crime. Electric charging points should also be designed

into the public realm, delivery/servicing areas and existing vehicle parking areas to address the national commitment to phase out the sale of petrol and diesel cars within the Plan period. Charging infrastructure should be able to accommodate other vehicles including mobility scooters, electric cycles and electrification of the bus fleet. Developers will be required to submit evidence of a management strategy for any communal charge points.

Control of inappropriate parking

On-street parking should be limited through prohibitive design to ensure the appeal of the public realm is maintained, and that priority is clearly given to active sustainable modes and public transport. This will be enforced where necessary. The use of smart technology should be investigated to encourage 'management of the kerb'.

To mitigate potential parking displacement, parking demand and capacity ~~in~~, the areas within a 2km distance from North East Cambridge will be monitored throughout the Plan period. Should monitoring reveal parking displacement, additional mitigation agreed through travel plans, such as the introduction of control parking zones, will need to be implemented before further development can take place.

Monitoring

A monitoring strategy for the trip budget and car parking should be agreed between the landowners and the highway and planning authorities, the beginnings of which are detailed in the NEC AAP High Level Transport Strategy (2021). The monitoring requirements should be secured through appropriate planning obligations as planning applications come forward.

Why we are doing this

Relevant Objective: 1, 3, 4, 5

Despite already being relatively well-connected to surrounding public transport and cycling networks, North East Cambridge is currently dominated by vehicular traffic and has a significantly higher car mode share than other large employment sites in

the city. The majority of traffic enters the area from Milton Road which creates congestion issues on to the Milton Road / A14 Interchange during peak periods. However, vehicles in the area also put pressure on the Histon Road / A14 interchange and King's Hedges Road, as they access Cambridge Regional College and the western end of Cambridge Science Park from a second access off King's Hedges Road.

There is currently prolific and unconstrained car parking across the whole area but especially at Cambridge Science Park and the other employment parks. This exacerbates the situation because the oversupply of parking disincentivises the use of public transport, even where it is available. The 2011 census indicated that 70% of existing employees ~~drive~~drove to the North East Cambridge area to work~~.~~ (although this had reduced to around 58% as a result of the opening of the Cambridgeshire Guided Busway and Cambridge North Station).

~~Furthermore, air quality is of concern in the area, given its proximity to the A14 and the volume of traffic on Milton Road. Whilst on-going air quality modelling indicates that traffic related air pollution is not a significant constraint to development, based on the current National Air Quality Objectives (NAQOs), it is recommended that sensitive development such as residential dwellings, schools and external play areas / amenity space are not introduced to areas that are shown to (or are forecast to) exceed the NAQOs.~~

The location and connectivity of North East Cambridge provides a unique opportunity to bring forward a highly sustainable type of development for the area which is firmly designed around the needs of people rather than cars (see Policy 16 Sustainable Connectivity), marking a step change in the way people move around. Whilst planned and potential transport improvements in the area will mean that North East Cambridge will become increasingly accessible and connected by non-car modes, highway capacity improvements will be relatively minor, particularly to the south of the A14 on Milton Road. The introduction of new junctions on the A14 are likely to be impractical given the close proximity of the existing junctions. Any new junctions would also encourage further traffic through the existing junctions and would risk traffic queuing on the A14 itself, causing a safety issue. There is little capacity to make any improvements at the access to Cambridge Science Park or the junction with Kings Hedges Road/Green End Road. Even if such a policy direction were

desirable, technically, it would also be highly challenging and would require significant land that would restrict development. Such an approach would only serve to further undermine the alternative transport offer and would not respond to the climate and biodiversity emergencies declared by the Councils.

The transport evidence is clear that for the aspirations for growth at North East Cambridge to be realised, a radically different approach to the management of motorised vehicles will need to be adopted for the ~~site~~area. Any further development in the area will have to be delivered without an increase in development-related vehicular trips. Furthermore, given the existing target of the Greater Cambridge Partnership to reduce traffic entering the city by 10% to 15% based on the 2011 traffic figures (which equates to a 24% reduction on 2018 figures), coupled with the declaration of the climate change emergency by the Councils, then a step change is required to support these principles.

The policy approach for managing motorised vehicles therefore is one of 'decide and provide' rather than 'predict and provide', moving towards the transport characteristics of the site that are desired rather than traditionally forecast and putting measures in place to achieve this. The move towards a significantly reduced mode share for cars and away from unconstrained, prolific parking is the first step in achieving that vision.

In order to realise this approach, developers will need to not only consider how new residents and employees access the site but will also need to commit to changing the travel habits of existing employees if the trip budget approach is to succeed.

A package of schemes and ~~policies~~policy requirements - set out in more detail elsewhere in this plan - will be required, each contributing in different ways to the shift away from the reliance of travelling to or within the site by car.

Encouraging internalisation of trips within the site is both a higher level policy approach related to the level and mix of development considered in more detail in Policy 16: Sustainable Connectivity, as well as a more detailed masterplanning consideration. These must balance the needs of those with disabilities who rely on the car, taxi or bus with the need to encourage people who are able to use alternatives to the car for short journeys within the area (Policy 21: Street hierarchy).

The approach to car parking set out above, coupled with measures set out in Policies 16, 17 and 19 to increase accessibility to the site by non-car modes and more intensive travel planning measures has the potential to result in a significant

reduction in car driver mode share. However, it is acknowledged that the reduction and restriction of car parking across the area could lead to parking displacement. This could affect the adjacent areas of Orchard Park ~~and~~, Milton, ~~the Cambridge wards of~~ East and West Chesterton, King's Hedges and Abbey, but also potentially further afield. During the plan period, ongoing monitoring will be required to assess the impact of any parking displacement which will inform further mitigation measures if required. In order to be able to mitigate these problems, should they arise here (or elsewhere in the district) Cambridgeshire County Council has agreed to make an application to the Secretary of State to decriminalise parking enforcement in South Cambridgeshire, with the Greater Cambridge Partnership funding the early feasibility work. If the application is granted, it will mean that any parking displacement has a legal means with which it can be dealt with. As further public transport schemes are delivered across Greater Cambridge, this will increase the public transport catchment area which serves North East Cambridge and will play a key role in the gradual shifting of people using private cars to more sustainable modes. The phasing of the car parking strategy will need to be closely aligned with the delivery of public transport and active travel improvements, to ensure that these benefits are in place before more restrictive measures are imposed.

The Area Action Plan anticipates that there will remain a proportion of commuter journeys which begin without a viable alternative to the car. These trips will necessarily need to be intercepted by utilising the existing and proposed Park & Ride or Park & Cycle facilities across the wider area, including Milton Park and Ride. Mobility needs have already changed significantly over the last 25 years, with commuting journeys in England falling by 16% between 1995 and 2014, despite population growing by 11% and employment growing by 18%[6]. Continuing improvement to public transport provision, changes in flexible working practices, the spread of commuter journeys away from peak hours and the ongoing decline in car ownership levels among younger generations are all some of the future travel trends that are likely to contribute further to the reduction in car-driver mode share. Different travel habits established during the pandemic may have reinforced these trends but this will need to be monitored in the coming years as we adjust to a new normal of living with Covid.

[6] 'Future of Mobility: Urban Strategy', DfT, 2019

To achieve an equitable split of both the vehicular trip budget and car parking spaces across the whole area, the overall trip and parking ~~budget will be divided up and set out in the Addendum to the Transport Evidence.~~provision has been apportioned to individual areas within the Area Action Plan area as set out in Appendix 3 and transposed within the NEC AAP High Level Transport Strategy (2021). Some sites will need to significantly reduce their vehicular trip generation and parking over time to achieve the desired level and to comply with the overall trip budget. Given the complexity of land ownership and tenancies within the area, ~~it is strongly encouraged that individual developers~~the main landowners have work together to agree a ~~site-wide~~High Level Transport ~~Assessment and Travel Plan~~Strategy in collaboration with the County Council as the local highway authority ~~at an early stage.~~. As individual planning applications come forward, site-specific Transport Assessments ~~can then~~and Travel Plans will need to demonstrate how they fit into this overall plan and set out how they intend to meet their targets, setting out specific travel planning measures for supporting this approach as well as a monitoring framework and further mitigation actions should they be needed.

Although the mode share targets are challenging, within the timeframes of the Area Action Plan, a phased approach to deliver significant transport improvements can achieve the mode shift required to support the development planned through the Area Action Plan.

Due to the nature of our changing vehicle fleet and the decarbonisation of transport, it is important that development at NEC facilitates the transition to low emission vehicles. This policy sets a clear strategy for the delivery of vehicle charging points within North East Cambridge in both Car Barns and other locations across the Area Action Plan area.

Evidence supporting this policy

- Ely to Cambridge Transport Study (2018)
- North East Cambridge Transport ~~Assessment~~Evidence Base (2019)~~and Addendum (2020)~~
- NEC AAP High Level Transport Strategy (2021) (prepared by the five main NEC landowners in collaboration with the Councils and County Council)

Topic Papers and other documents informing this policy

- Transport Topic Paper (2021)
- Skills, Training and Employment Opportunities Topic Paper (~~2020)~~2021)
- Smart Infrastructure Topic Paper: Environmental Monitoring (~~2020)~~2021)
- Smart Infrastructure Topic Paper: Future Mobility (~~2020)~~2021)
- Internalisation Topic Paper (~~2020~~2021)

Monitoring indicators

~~**Waltham Forest Mini Holland Design Guide Monitoring indicators**~~

- ~~Number of vehicular trips to / from North East Cambridge~~
- ~~Number~~Compliance with the Trip Budget
- Numbering of car parking spaces ~~provided within North East Cambridge~~in permitted schemes (residential and non-residential)
- ~~Number of vehicles parking in adjoining streets within 2km radius~~

Policy links to the adopted Local Plans

Cambridge Local Plan

- Policy 5: Strategic transport infrastructure
- Policy 81: Mitigating the transport impact of development
- Policy 59: Designing landscape and the public realm
- Policy 82: Parking management
- Appendix L: Car and cycle parking requirements

South Cambridgeshire Local Plan

- Policy HQ/1: Design Principles
- Policy TI/2: Planning for Sustainable Travel
- Policy TI/3: Parking Provision

Other Council/County strategy and policy and other supporting guidance

- Cambridgeshire and Peterborough Local Transport Plan ~~–~~(2021)

Draft ~~Plan and Policies Annex~~[M59]

~~Cambridgeshire Local Transport Plan 2011-2031 (2015)~~[M60]

- ~~Transport Strategy for Cambridge and South Cambridgeshire (2014)~~Making Space for People Supplementary Planning Document (~~Draft~~ 2019)
- Waltham Forrest Mini Holland Design Guide (2015)

~~7.~~8. Development process

Developing North East Cambridge will take around 20 years, so there is the need to ensure that there is a clear and achievable plan for how this will take place over time. It is important that that the development process helps to reduce inequality, builds a strong and sustainable community, and is phased so that disruption is minimised. This section sets out how the Councils will work with developers and partners to achieve ~~of~~ the vision and strategic objectives of the Area Action Plan, and how monitoring will be undertaken ~~during~~to ensure the plan ~~period~~remains effective.

- This section contains the following policies:Policy 23: Comprehensive and Coordinated Development
- Policy 24a: Land Assembly
- Policy 24b: Relocation
- Policy 25: Environmental Protection
- Policy 26: Aggregates and waste sites
- Policy 27: Planning Contributions
- Policy 28: Meanwhile uses
- Policy 29: Employment and Training
- Policy 30: Digital infrastructure and open innovation

~~It also contains information on Trajectories and Monitoring.~~

~~7.1~~8.1 Comprehensive and coordinated development

There are many challenges to realising the vision, strategic objectives and Spatial Framework for North East Cambridge, from managing existing noise, air quality and highway capacity constraints to overcoming social and physical barriers. Significant structural changes are required to the layout of existing land uses, with a number of large-scale operations needing to be relocated, reconfigured, or bridged over or under. It will also require early delivery of infrastructure to unlock the development potential of the area and to begin the transition to a high quality new mixed-use district.

With multiple landowners, development will be phased on different sites concurrently across North East Cambridge over the next 20 years and beyond. There are clear benefits of joint working and cross stakeholder engagement ~~that~~to ensure key ~~planning~~ issues are considered and, where possible, resolved jointly by all relevant parties prior to the submission of planning applications, including the timing of required strategic infrastructure.

At the same time, it is important that new and existing ~~businesses~~uses can continue to successfully operate~~,~~ during the implementation phase, until such time as relocation is necessary to deliver the plan. It is also important that the establishment of new communities is supported and managed, the benefits of the development for the surrounding communities are realised~~, and~~. Delivery of the plan also needs to ensure that it is able to respond to economic cycles, changes in technology and climate change are planned for in a positive way.

A comprehensive and coordinated approach to the development of land and the delivery of area-wide interventions, infrastructure provision, and management regimes ~~between sites and over the area as whole~~, is the only means by which to enable new development to come forward and to optimise the development opportunity of North East Cambridge, in terms of densities, delivery rates, levels of affordable housing, ~~social change~~access to new job opportunities, and better place-making.

~~What you told us previously~~

- ~~There was broad support to require the masterplanning of sites within the Area Action Plan. Several respondents commented how this would facilitate~~

the consideration of more innovative solutions for delivering local decentralised energy generation and supply, achieving low carbon development, and providing integrated water management. It was also considered that this approach would assist in implementing smart-tech and managing area-wide issues such as the requirement for high-volume cycle storage and the setting of design standards.

- Some of the landowners raised potential difficulties with providing decentralised energy in practice, highlighting both technical and feasibility reasons. They requested that any such policy requirement be flexibly applied.
- We had also asked whether the Area Action Plan should prioritise land that could feasibly be developed early and whether there were any risks associated with this approach. Responses were mixed. Some suggested early delivery was critical to providing confidence in the deliverability of the Area Action Plan and supporting the early delivery of infrastructure. While others felt this could result in isolated developments within inadequate amenities across the area to serve the occupants. One respondent suggested that no sites should be prioritised until such time as the Waste Water Treatment Plant had been relocated.

How your comments and options have been taken into account

- The preferred policy sets out a comprehensive and coordinated approach to the development of land at North East Cambridge that enable the consideration of more innovative approaches to the management of energy and water needs at a district wide and site masterplan level. Equally, the policy allows for the feasibility and viability assessment of implementing alternative options or management regimes, overcoming the concerns of some landowners.
- This option is also preferable to the reasonable alternative – enable development plots to come forward without the benefit of a site-wide masterplan. Whilst incremental schemes might be more easily delivered, the constraints posed by site boundaries, neighbouring development or uses, and strategic infrastructure all have potentially limiting consequences for scale, layout and viability. Across North East Cambridge as a whole, such consequences could depress the efficient use of land, the proper planning of development (in terms of layout, design, use, etc.) and the ability of development to support the creation of coherent neighbourhoods and the provision of social and physical infrastructure.
- With respect to prioritising land for early delivery, it is important to have regard to the purpose of the Area Action Plan, which is to ensure that the scale of change planned for North East Cambridge is guided by policies that meet the

~~aspirations that the local community, landowners and the Councils have for the area as a whole, as well as the places within it. The Area Action Plan is therefore not just about providing for new development and physical growth, but also the regeneration and realisation of the social benefits and improvements that new development can help deliver to the overall quality of place. The Councils preferred option is not to prioritise land for early delivery but rather to prioritise the delivery of key developments within the Plan's timeframe that are critical to the success of delivering the vision for North East Cambridge.~~

Policy 23: Comprehensive and Coordinated Development

Planning applications for major development within the North East Cambridge Area Action Plan area will be supported where:

a. ~~a.~~ The proposal demonstrates the development will make an appropriate and proportionate contribution to site wide infrastructure such as road and rail crossings, ~~and open space~~public transport, active travel, community facilities, open space and Green Infrastructure provision, to be secured through the use of planning contributions in accordance with Policy 27;

b. ~~b.~~ The proposal is supported by a comprehensive masterplan - accompanied as necessary by parameter plans in relation to layout, scale, appearance, access and landscaping - that accords with the overarching Area Action Plan Spatial Framework and other ~~Area Action~~relevant Development Plan policies, including, where appropriate:

   i. ~~i.~~ The ability to connect and contribute to Area Action Plan-wide utilities and communications grids; and

   ii. ~~ii.~~ The setting aside of land for strategic and site-specific infrastructure provision.

c. ~~c.~~ Through the masterplan, applications should demonstrate how the proposal:

   i. ~~i.~~ Contributes proportionally to the achievement of the vision and strategic objectives for North East Cambridge and the creation of place;

   ii. ~~ii.~~ Integrates, connects and complements successfully with the existing and proposed surrounding context, including areas beyond the boundary of North East Cambridge, and supporting the timely delivery

and optimised approach to the phasing of development across North East Cambridge;

iii. ~~iii.~~ Supports the delivery of a new community, including demonstrating how early residents will be supported through community development;

~~iii.~~iv. Is landscape-led with respect to layout and access and design-led with respect to capacity, scale and form;

~~iv.~~v. ~~iv.~~ Will achieve and secure the required modal shift in accordance with the North East Cambridge Transport Study and Policy 22: Managing motorised vehicles ,~~Policy 22: Managing motorised vehicles ,~~ including the management of vehicle numbers, movements, servicing and parking, including throughout the construction phase of delivering the masterplan;

~~v.~~vi. ~~v.~~ Responds to the impacts of climate change;

~~vi.~~vii. ~~vi.~~ Contributes to biodiversity net gain and forms part of a coherent green infrastructure network;

~~vii.~~viii. ~~vii.~~ Successfully mitigates environmental constraints; and

~~viii.~~ix. ~~viii.~~ Where relevant, has regard to the existing site circumstances, including the existing character, neighbouring uses and constraints; implementing the Agent of Change principle to ensure the ongoing functioning and amenity of existing uses is not materially affected.

~~d. The proposal accords with the relevant policies contained in this Area Action Plan or the adopted Local Plan(s);~~

d. ~~e.~~ In instances where the infrastructure provision is to be phased, either strategic or site-specific, an approved phasing strategy is in place; ~~and~~

e. The proposal demonstrates health and wellbeing impacts have been fully considered and accommodated for through design of the development and evidenced through the submission of a Health Impact Assessment; and

~~e.~~f. The application is supported by a Statement of Community Involvement detailing the engagement with the Councils, surrounding and affected landowners, occupiers and the local community on both the masterplan, phasing strategy, and development proposal.

Should development proposals depart significantly from the development assumptions (set out in Appendix A) that have informed the site capacities and infrastructure requirements, they will need to be accompanied by an assessment of the implications for social and physical infrastructure provision, including triggers for delivery.

Why we are doing this

Relevant objectives: 1, 2, 3, 4, 5

The above policy recognises that land within North East Cambridge is in various ownerships and use and that, while redevelopment of strategic sites is likely to come forward on a plot-by-plot basis, a site wide approach is required to provide an integrated, well laid out, comprehensive development whilst enabling, without constraint or prejudice, each parcel to be developed separately over time.

The uses to be included within a proposed development, and their arrangement and design within the site, need to be the subject of a comprehensive masterplan exercise, that has engaged neighbouring occupiers and other potentially impacted parties, to ensure the mix of uses proposed would be compatible with each other and those on adjoining sites, and that together they deliver on the strategic objectives for the North East Cambridge Area Action Plan. This should also extend to the consideration of the health and wellbeing of future users and occupiers to enhance the potential positive aspects of the proposal whilst avoiding or minimising any negative impacts. Particular emphasis should be placed on disadvantaged sections of communities that might be affected.

A comprehensive masterplan approach to sites also provides a mechanism for effective early stakeholder and local community engagement, aiding in gaining community ownership of proposals and, crucially, ensuring phased delivery of development and infrastructure is properly coordinated, distributed and timed across individual parcels.

The infrastructure requirements for North East Cambridge are based on the population projections that derive from the assumed housing mix. If proposals come forward with a significantly different housing mix this may impact on the levels of infrastructure and/or when it is needed. It will therefore be important to monitor this

through the Development Management process as new planning applications are considered over the life of the Plan.

Evidence supporting this policy

~~**Evidence supporting this policy**~~

- North East Cambridge Landscape Character & Visual Impact Appraisal (2020)
- North East Cambridge Transport Assessment (2019)
- Cultural Placemaking Strategy (2020)
- Innovation District Paper (~~2020)~~ 2021)
- Typologies and Development Capacity Assessment (~~2020)~~ 2021)

Topic Papers and other documents informing this policy

- North East Cambridge Stakeholder Design Workshops 1-6 – event records (2019-2020)

Monitoring indicators

- ~~National Planning Policy Framework (2019)~~ ~~[LW61]~~
- ~~MHCLG (2019) National Design Guide, Planning practice guidance for beautiful, enduring and successful places~~ None – Housing mix is monitored under policy 13

~~**Monitoring indicators**~~

- ~~All strategic development sites within the Area Action Plan have approved masterplans.~~

Policy links to the adopted Local Plans

Cambridge Local Plan

- Policy 14: Areas of Major Change and Opportunity Areas – general principles
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change

South Cambridgeshire Local Plan

- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station

~~7.2~~8.2 Land assembly and relocation

The layout of the Area Action Plan as included in the spatial framework has been developed with consideration to the existing land uses in the area. In some places it is appropriate to ~~keep~~retain these and incorporate or re-provide them ~~in new development.~~within the area as part of comprehensive redevelopment. Where ~~these~~existing uses are inconsistent with the strategic objectives of the Area Action Plan, it will be necessary to relocate these uses. This policy sets out how the Councils will both assemble land and will support other landowners and developers to do so, including when and how compulsory purchase powers may be used.

~~What you told us previously~~

~~**Relocation**~~

- ~~There were suggestions that the Area Action Plan relies on the relocation of the Waste Water Treatment Plant and therefore cannot be delivered in accordance with a Masterplan without its prior relocation.~~
- ~~There was clear support from Anglian Water for a relocation strategy that is clearly defined and clarified to ensure its operation as a sewerage undertaker can continue to serve customers during construction and post redevelopment.~~
- ~~There were concerns from several on-site operators that their operations are incompatible with the indicative Concept Plan from a noise, odour and air quality view unless an appropriate relocation site is found. There were suggestions that the Concept Plan should be amended to reflect these businesses remaining on site.~~
- ~~Other on-site operations highlighted that a coordinated approach would need to consider a range of issues including the potential relocation of the existing industrial uses, including the Veolia Waste Transfer Station and the builder's merchants on Nuffield Road, and expressed concerns that alterative accommodation had not yet been identified.~~

- Others agreed with relocating existing industrial uses depended upon an Industrial Relocation Strategy that justifies viable options and sighted that the Area Action Plan area is not a future viable option.

- The Environment Agency highlighted that there hasn't been any substantive appraisal of the issues, options and impacts of relocating the Waste Water Treatment Plant. They consider the relocation is potentially highly significant, and features cumulative effects with other projects, such as Waterbeach New Town and propose that a SEA/SA should address this.

- Finally, there were other comments concerning the bus depot which is a constraint and needs suitable relocation as well as general support for a relocation strategy which provides integration opportunities with existing communities.

Land assembly

- There was support and objection to this approach with some stating that it will help ensure the delivery of comprehensive redevelopment in North East Cambridge and others suggesting that all matters should be achieved through discussion given there is a strong shared ambition across the various land owners.

- There was still some concern that many of the current businesses could be left without premises due to the lack of alternative industrial and other business premises within the City. This could also result in the closure and loss of employment for local residents.

- The final question asked if land assembly is required where it can be demonstrated that this is necessary for delivering the agreed masterplan for the North East Cambridge area and/or the proper planning for development. There was some support and some objection regarding the use of Compulsory Purchase Powers to assemble land with some comments suggesting the Local Authority is not justified in this setting to use powers to purchase land they do not own and other suggesting that these powers will assist with delivering comprehensive development and that strategic opportunities should not be compromised by one or more parties that are unwilling to support the delivery of the North East Cambridge.

How your comments and options have been taken into consideration

- In relation to land assembly the preferred option is to use Compulsory Purchase Powers if necessary to secure land for comprehensive development.

- ~~There was support for this approach over other approaches that could lead to individual negotiations and piecemeal development coming forward.~~
- ~~This approach would also lead to the aspirations of the Area Action Plan and local residents not being met.~~
- ~~The policy does not stipulate that Compulsory Purchase Powers will always be required and the Council will need to demonstrate other avenues of land assembly have been exhausted first.~~
- ~~In relation to the relocation of existing businesses the preferred option is for applicants to ensure they submit a business relocation strategy where existing businesses may be affected.~~
- ~~This approach would also support concerns from operators such as Veolia and Stagecoach that finding suitable sites through this process is imperative for their future operations.~~
- ~~An important element of this approach is phasing the redevelopment and relocation of existing premises to ensure there is minimal impact on business operation and delay to the delivery of the Area Action Plan.~~
- ~~If a relocation strategy was not in place this could significantly delay development and undermine the aspirations of the Area Action Plan as well as the strategic objectives of the area.~~

Policy 24a: Land Assembly

Where land assembly is necessary to deliver the Area Action Plan Spatial Framework for North East Cambridge and/or to achieve comprehensive development in accordance with Policy 1: A comprehensive approach at North East Cambridge, the Councils will assemble land and support other landowners and developers to do so.

The Councils will use compulsory purchase powers to assemble land where it can be demonstrated that:

a. ~~a)~~ land assembly is the only means of achieving delivery of the Area Action Plan Spatial Framework; ~~and~~

b. ~~b)~~ comprehensive redevelopment of the assembled land is in the public interest and capable of delivering a viable ~~and~~scheme that is development plan compliant ~~scheme; and~~;

c. ~~c)~~ all reasonable attempts have been made to acquire, or secure an option over, the land/building(s) needed, through negotiation; and

d. ~~d)~~ All other elements of policy and legislative requirements for the exercise of powers of compulsory acquisition are met.

Where compulsory purchase is necessary, applicants will be required to demonstrate how the associated costs impact upon development viability.

Policy 24b: Relocation

~~The Councils will support the relocation of existing floorspace and uses that are incompatible with the~~ The delivery of the ~~Area Action Plan and/or the optimisation of development.~~

~~Where relocation is proposed a Relocation Strategy will be required as part of a Planning Statement that details:~~

~~a) An assessment of the compatibility and potential for co-location of the existing floorspace and use(s) within the proposed~~ North East Cambridge Spatial Framework proposes the redevelopment of the ~~site, including:~~area, which includes some existing uses.

~~• the consideration of different designs and layouts;~~

~~• how the phasing of redevelopment might support on-site retention;~~

~~• the implications of access or servicing requirements;~~

~~• the ability to achieve acceptable environmental conditions relevant to the different land uses proposed; and~~

~~• implications for scheme deliverability, such as land-take, rents levels and lease arrangements, or operational requirements;~~

~~b) Engagement with affected businesses or occupiers including disruption to existing users/tenants; and~~

~~c) The consideration and analysis of the following sequential approach to re-provision:~~

~~a. On-site as part of any new development in the first instance;~~

~~b. To a suitable and deliverable site elsewhere within the North East Cambridge Area Action Plan area;~~

~~To a suitable and deliverable site outside of the North East Cambridge Area Action Plan area.~~

The AAP requires there to be no net loss in industrial floorspace (B2 and B8) through the re-provision and/or relocation of the equivalent amount of existing industrial floorspace located in Cowley Road and Nuffield Road industrial estates. See Policy 12b.

The Spatial Framework identifies the need for relocation of existing uses that need to be considered individually by virtue of protection or safeguarding polices in other parts of the development plan or by reason of the strategic significance of the use. The plan also identifies the desirability of off-site relocation of the existing minerals operation. These are as follows:

a. Waste Transfer Station – protected as a Waste Management Area in the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036. The proposed relocation of this use preferably off-site or alternatively, and preferably as an interim site, adjacent to the Aggregates Railheads in order to facilitate the delivery of the district centre and residential development is addressed in Policies 10b, 12b, 25 and 26.
b. Aggregates Railheads – protected as a Transport Infrastructure Area in the Minerals and Waste Local Plan 2036. Unless and until a suitable alternative off-site option for replacement railheads can be identified, the proposed approach is to retain the Aggregates Railheads in their current position is addressed in Policies 12b, 25 and 26.
c. Bus Depot - a strategic transport use serving Greater Cambridge and is therefore to be treated as a 'ring-fenced use' providing a status similar to that of a safeguarded use. Relocation off-site is proposed in order to facilitate delivery of the plan and is addressed in Policy 12b.

Why we are doing this

Relevant objectives: 2, 3, 5

~~The Area Action Plan Spatial Framework for North East Cambridge illustrates the strategic interventions required to deliver the new connections, layout and distribution of development and spaces planned for the area. Where appropriate, this has had regard to existing and proposed strategic connections, and to existing development & uses, including the policy status, lease arrangements and/or importance of these to the wider functioning of the city.~~

~~However,~~ In certain places, the Spatial Framework and Land Use Plan for North East Cambridge is at odds with ~~what is currently provided~~existing uses on the ground. It will therefore be necessary to assemble land and/or to relocate existing ~~buildings~~floorspace and~~/or their use~~ uses to accommodate the Spatial Framework layout and to optimise the development potential of individual sites. ~~Existing land uses compatible with new proposed development should be retained and incorporated as part of the redevelopment of an existing site or relocated to a more suitable site within North East Cambridge. This includes~~ This will include:

- The re-provision and/or relocation of industrial floorspace
- The relocation of a number of existing protected / safeguarded and strategic uses ~~and floorspace in accordance with Policy 12a: Business and . Incompatible uses will need to be relocated to suitable and available locations outside of the~~

The policies that address these relocations are included in several different sections of the AAP. Policy 24b seeks to bring these policies together to provide an overview of the relocation of floorspace and uses that will be required to deliver the AAP.

The re-provision and/or relocation of industrial floorspace

Policy 12b (Industry, Storage and Distribution) requires that development should ensure there is no net loss of B2 (general industrial) and B8 (storage or distribution) floorspace within the North East Cambridge Area Action Plan area ~~as a last resort~~. Proposals for the redevelopment of existing industrial floorspace (B2/B8) at Cowley Road and Nuffield Road industrial estates are required to re-provide the equivalent amount of existing floorspace within the Cowley Road Industrial Estate and Chesterton Sidings area.

~~A comprehensive approach to development, in accordance with Policy 1, will often be in the public interest within the Area Action Plan area. Without positive intervention, in the form of land assembly or relocations, the constraints posed by~~

~~site boundaries, neighbouring development or uses, incremental development, and above and below-ground services all have potentially limiting consequences for the achievement of the Spatial Framework and, therein, the scale, layout and viability of proposed development. Across North East Cambridge as a whole, such consequences could result in the inefficient use of land..~~

This area has been identified as the most appropriate location to consolidate industrial uses as new development here will minimise conflict between industrial traffic and residential areas (see Policy 21: Street hierarchy), provide a suitable industrial buffer to the Aggregates Railheads and also serve neighbouring residential areas through the enhanced pedestrian and cycle routes identified on the Spatial Framework.

The reprovision of industrial floorspace may result in some occupants being relocated off-site. A Relocation Assistance Strategy will be formulated by the Councils to support existing in situ businesses including working with affected occupiers to help identify suitable alternative sites either within the NEC area or elsewhere.

The relocation of a number of existing protected / safeguarded uses

The relocation the Waste Transfer Station currently located at the entrance of Cowley Road Industrial Estate is required by policies 10b (District Centre) and 26 (Aggregates and Waste Sites) as a pre-requisite to future sensitive development coming forward on surrounding plots and to enable the delivery of the district centre. An off-site location is the preferred option for the relocation. However, in the event that no suitable site is identified, an alternative location has been identified adjacent to the Aggregates Railheads where the operation can move to during the AAP period, and beyond if necessary, to maintain the waste activities whilst freeing up the current site of the Waste Transfer Station for redevelopment. Policies 12b (Industry, storage and distribution) and 26 address the creation of a buffer area around both the Waste Transfer Station and the Aggregates Railheads and Policy 25 (Environmental Protection) and Policy 26 (Aggregates and waste sites) seek to ensure that new sensitive uses do not impact existing businesses such as the Waste Transfer Station or their operations and that suitable mitigation measures are put in place.

Policy 26 (Aggregates and waste sites) states that unless and until a suitable alternative off-site option with railheads can be identified, due to their essential infrastructure role serving Greater Cambridge, the proposed approach is to retain the Aggregates Railheads in their current position and to surround it with a buffer of industrial (B2 and B8) uses. Policy 12b and Policy 26 address the creation of the buffer zone. Policy 26 seeks to ensure that new development proposals or uses do not impact existing businesses such as the Aggregates Railheads or their operations and that suitable mitigation measures are put in place.

The longer term vision for the Aggregates Railheads site is for residential development. However, this will only be acceptable if the current operation, and the relocated Waste Transfer Station are relocated off-site, subject to meeting the requirements of the Minerals and Waste Local Plan (or future equivalent) or removing the safeguarding policy related to this site.

The limitation of vehicle movements on NEC, the incompatibility of a bus depot use with residential and other sensitive uses and the ambition to at least double the size of the bus network in the local area mean that the existing Cowley Road bus depot will need to be relocated off-site to achieve comprehensive redevelopment of North East Cambridge. This requirement is included as part of Policy 12b (Industry, Storage and Distribution).

A long term solution to this issue will be found via the Local Transport and Connectivity Plan and Bus Strategy being prepared by the Cambridgeshire and Peterborough Combined Authority and the Cambridge City Access Project being prepared by the Greater Cambridge Partnership.

Policy 12b: Industry **Evidence supporting this policy**

- North East Cambridge Area Action Plan: Commercial Advice and Relocation Strategy (2021)
- Innovation District Paper (2020)
- Typologies and Development Capacity Assessment ~~(2020~~(2021)
- ~~National Planning Policy Framework (2019)~~ ~~[LW62]~~
- ~~Cambridge Northern Fringe Employment Sector Profile (2014)~~ ~~[LW63]~~
- ~~Cambridge Northern Fringe Employment Options Study (2014)~~ ~~[LW64]~~

~~Cambridge and Peterborough Independent Economic Review (2018)~~Topic Papers and other documents informing this policy

- Skills, Training and Employment Opportunities Topic Paper (~~2020)~~2021)
- Monitoring indicators
- Availability of industrial land measured through no overall net loss of industrial and warehouse floorspace (B2 and B8).

Monitoring indicators

- None

Policy links to the adopted Local Plans

Cambridge Local Plan

- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 41: Protection of business space
- Policy 56: Creating successful places

South Cambridgeshire Local Plan

- Policy SS/4: Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station
- Policy E/14: Loss of employment land to non employment uses

~~7.3~~8.3 Environmental protection

Development must be planned and designed in consideration of environmental constraints including land contamination, noise / vibration, artificial lighting and air quality including odours. This policy describes how we expect proposals to improve and mitigate the environmental impacts of development as well as improving overall health and wellbeing considerations for future and existing communities alike.

~~What you told us previously~~

- You raised several concerns regarding environmental health impacts from existing business activity on the site and what this could mean to health and wellbeing in terms of noise, air quality and odour. Further concerns relating to business activity were expressed by Veolia as it was highlighted that their operations are incompatible with the indicative Concept Plan due to noise and air quality considerations, unless an appropriate relocation site is found and suggested that the Concept Plan should reflect this.

- You suggested that commercial and business development should be located in close proximity to Cambridge North Station to negate the need to locate residential there as this would have a detrimental impact on noise.

- Most of the concerns you raised were related to impacts from traffic including the A14 on air quality and noise levels and the lack of information about the broader composition of site areas and environmental constraints including the intensification of employment space and numbers, car parking, mixes of uses, open space including noise and air quality contributors. Along with this there was a request to look at noise barrier mitigation.

- You substantially supported the redevelopment of the area around Nuffield Road to mixed uses, to reduce heavy industrial traffic uses including HGV traffic in the area which will improve the environment in existing communities, including Shirley School.

- You raised concerns that existing development doesn't currently address walking and cycling routes such as Milton Road. You suggested that the delivery of a low car and reduction in noise pollution could enable Milton Road could be redesigned to address this ..

- You made comments in relation to odour and its impact from the Waste Transfer Recycling Centre as well as the relocation of the Waste Water Treatment Plant. There was acknowledgement that further analysis should be undertaken to identify the potential risk of odour from the Waste Water Treatment Plant and the acceptability of different types of development.

- There were comments made in relation to water contamination. The Environment Agency placed great importance on addressing contamination at the implementation stage. It was also pointed out that the Waste Transfer Recycling Station relocation has yet to be identified and that contamination needs to be considered as part of any relocation.

~~**How your comments and options have been taken into account**~~

- ~~The proposed policy places great emphasis on development proposals addressing cumulative Environmental Health impacts to ensure amenity, health and quality of life for new residents and business are not compromised.~~
- ~~The policy also address the requirements that sensitive development such as residential uses need to be appropriate for its location. The policy also identified that conditions or obligations will be used to require mitigate through design noise and pollutants from the site.~~
- ~~The policy requires development proposals to be accompanied by an appropriate environmental impact assessment to ensure environmental health considerations are either considered in isolation or cumulatively and appropriate mitigation identified.~~
- ~~The policy supports the delivery of a noise barrier as the most effective way of mitigating noise from the A14.~~
- ~~The preferred policy also requires the safeguarding of existing facilities within North East Cambridge to ensure they are not undermined by new development and to support proposals that make them publicly available.~~
- ~~The policy emphasis that new sensitive development should be located in areas where it can coexist with existing uses and not prejudice their operation. This policy will ensure that any existing business within the Area Action Plan area that are to be relocated in the later phases of the plan will not be compromised by new development.~~
- ~~Finally the policy highlights the importance of early pre application discussion with the LPA to determine the individual impact assessments required as part of the development proposals.~~

Policy 25: Environmental Protection

Development at North East Cambridge will be required to fully consider all environmental impacts to ensure that the future health, quality of life, amenity and the natural environment are fully considered. Effective mitigation and remediation plans will be required to consider individual and cumulative impacts, timing and phasing, and current and future uses.

~~As a minimum~~In order to ensure that risks from land contamination are adequately assessed, prior to commencement of any development, a comprehensive site wide Contaminated Land Phase 1 - Desk Top Study / Preliminary Risk Assessment of the entire area shall be undertaken and completed.

Development will be permitted where it can be demonstrated that:

a. ~~a.~~ It is appropriate for its location and ~~shall~~will contribute to creating healthy internal and external living environments through preventing unacceptable risks and adverse / negative impacts on health and quality of life / amenity and the wider environment from matters such as land contamination, noise and vibration, artificial lighting and air quality (including odours), from the local road and rail network, wastewater treatment infrastructure, and existing and future industrial, commercial and business type uses;

b. ~~b.~~ Opportunities are taken, where possible, to enhance and improve local environmental conditions such as noise pollution and air quality;

c. ~~c.~~ Noise (including industrial and transport sources), air quality (such as particulate matter, nitrous oxides, dust and odour) and land contamination constraints have been comprehensively and cumulatively addressed as part of the design and layout of the site masterplan;

d. ~~d.~~ New sensitive uses ~~shall be~~are integrated effectively with existing and future ~~businesses~~uses to ensure they do not prejudice their operation;

e. ~~e.~~ Unreasonable restrictions are not placed on existing businesses, operations, and facilities, even on a temporary basis, as a result of new development;

f. ~~f.~~ Mixed-uses are located to complement rather than conflict with neighbouring uses in terms of environmental protection impacts;

g. ~~g.~~ Areas of public open space and recreational / play spaces are suitable for their intended use and are not located in areas where the risk to health or amenity from contaminated land, environmental noise or air quality is unacceptable~~;~~.

~~h. The noise barrier along the A14 is effectively assessed and integrated into the overall masterplan and resolves landscape, heritage, ecology and visual impacts.~~

A construction environmental management plan should also be prepared to avoid, minimise and mitigate environmental pollution during the construction phase of the development Furthermore, developers should be encouraged to register with The Considerate Constructors Scheme which includes guidelines for considering the impact on neighbours, and for protecting and enhancing the environment.

Why we are doing this

Relevant objectives: 1, 4, 5

~~Policy Justification /~~ ~~Why we are doing this~~Applicants should engage in pre-application discussions with the Greater Cambridge Shared Planning Service, to determine the individual submission requirements for impact assessments as required. In accordance with para 187 of the NPPF (2021), the policy seeks to ensure new sensitive uses do not impact existing businesses or their operations, such as the Waste Water Treatment Plant (pending its relocation on which the Plan is predicated), Waste Transfer Station, and Aggregates Railheads and requires suitable mitigation measures to be put in place. The above policy should be read alongside Policy 26: Aggregates and waste sites, which contains specific requirements applying to development within the Consultation Area of a safeguarded facility under the Cambridge and Peterborough Minerals and Waste Local Plan 2036.

The Councils will consider the use of planning conditions or obligations to require the provision of appropriate design measures and controls to mitigate and reduce to minimum adverse environmental impacts. Planning obligations may assist in mitigating the impact of unacceptable levels of risk from pollutants and development to make it acceptable in planning terms.

Environmental requirements should be considered alongside the other relevant polices of the Area Action Plan to ensure effective integration including climate change.

Developers are encouraged to register with the Considerate Constructors Scheme which identifies guidelines on minimising the impact of construction on neighbours and protects and enhances the environment.

Land Contamination

Due to a long history of industrial uses, activities and processes on the site and given the sensitive nature of future proposed residential development, including external amenity / recreational spaces, as a minimum, prior to commencement of development a comprehensive site wide Contaminated Land Phase 1 - Desk Top Study / Preliminary Risk Assessment of the entire area shall be undertaken and completed. The study shall include coverage of soil and controlled water contamination and consideration of relevant environmental, geological, hydrogeological site history information specific to the site, a review of previous contaminated land reports, GIS information and a preliminary Qualitative Contaminated Land Risk Assessment with Conceptual Site Models and Source-Pathway-Receptor analyses in accordance with British Standards. Landowners across the area should agree the approach to how this can be done effectively and equitably to support wider development.

The Phase 1 study shall inform the scope and phasing as appropriate of future Contaminated Land Phase 2 - intrusive site investigations and the understanding of the need for future site remediation requirements for development, following detailed options appraisals as part of a Phase 3 Remediation Strategy / Scheme following appropriate quantitative risk assessment (QRA) and options appraisal (OA).

Given the dated contamination testing results and uncertain / poor site coverage of past investigations, an intrusive ground investigation is likely to be required to reduce uncertainty and to inform future remediation options to current remediation standards.

Noise

The A14 traffic noise has widespread prevalent adverse impacts across a significant proportion of the Area Action Plan area. It is likely that a strategic site environmental noise barrier close to the A14 will be the most effective option to mitigate and reduce to a minimum adverse noise both internally and externally.

Site specific noise sources that will require assessment and consideration include transport (the A14 and Milton Road traffic noise, the Cambridge to Ely / King's Lynn railway line and the Cambridge Guided Busway, Cambridge North Station and future internal streets / and haul roads) and industrial uses (existing industrial uses that may remain and coexist including safeguarded minerals and waste uses such as the ~~minerals railheads, Veolia~~Aggregates Railheads, Waste Transfer Station, and the Waste Water Treatment Plant (until decommissioned)). Where noise barriers have

been implemented, the effectiveness of these should form part of any noise assessment.

As part of future development proposals there will be a need for detailed noise impact assessments of all relevant noise sources as appropriate, and consideration of inherent good acoustic design to ensure noise does not give rise to unacceptable adverse impacts on health and quality of life / amenity and ensure satisfactory internal and external residential living conditions are achievable.

Air Quality

The A14 and Milton Road are both subject to high traffic volumes which have an impact on local air quality. North East Cambridge is not located within an Air Quality Management Area (AQMA).

Redevelopment of North East Cambridge will introduce new relevant sensitive receptors such as residential uses into the area and therefore create new areas where national air quality objectives would be relevant / applicable and therefore air quality assessments will be required.

The construction of new higher density mixed use development also has the potential to generate and release additional emissions into the air that may affect receptors located in the surrounding areas outside of the Area Action Plan area and subsequently may have an impact on local AQMAs. This could include onsite energy facilities. This could lead to deterioration in air quality for these receptors.

Nevertheless, the nature of development proposed could also help to address these issues due to the strategic objective to reduce the need to travel by car and locate a wide range of uses such as homes and jobs in close proximity to each other.

Further assessment should be carried out at the detailed planning application stage. It is also recommended that detailed air quality atmospheric dispersion modelling is undertaken at the detailed planning application stage, to quantify air quality concentrations at proposed receptor locations and at relevant existing receptors off site.

The combination of monitoring and modelling would determine the minimum distance at which new receptors could be located relative to the road sources of air pollution.

Odour & Dust

Any new development which may coexist with existing sources of odour and dust such as the Waste Water Treatment Plant, safeguarded minerals / waste sites and other industrial, commercial or business uses in the area will require an odour and

dust impact assessments to ensure no unacceptable adverse impact arise on health and quality of life / amenity both internally and externally.

Any odour impact assessment must consider existing odour emissions from odour sources at different times of the year and in a range of different weather conditions and detailed odour dispersal modelling may be required. Planning permission will only be granted when it has been demonstrated that the proposed development would not be adversely affected by the continued operation of existing sources of odour and dust that may coexist.

Artificial Light Pollution

Any development that has the potential to be adversely affected by existing artificial lighting levels for example associated with Cambridge North Station, street lighting and other existing premises, will require a lighting impact assessment and consideration of mitigation to limit the impact on local quality of life / amenity and biodiversity.

Evidence supporting this policy

- ~~North East Cambridge Ecology~~Phase I Land Contamination Study (~~Biodiversity~~2021)
- Landscape and Visual Impact Assessment~~)~~ (2020)

~~Typologies and Development Capacity Assessment (2020)~~Topic Papers and other documents informing this policy

- Environmental Health ~~Facilities and Wellbeing~~ Topic Paper (~~2020~~2021)

Monitoring indicators

- ~~Site wide and landowner parcel Biodiversity Net Gain from the 2020 baseline~~
- ~~Biodiversity Net Gain and habitat improvements to Chesterton Fen from the 2020 baseline~~
- ~~Biodiversity enhancements to City and County Wildlife Sites~~

- None

Policy links to adopted Local Plans

Cambridge Local Plan

- Policy ~~59: Designing landscape and the public realm~~33: Contaminated land
- Policy ~~69~~34: Light pollution control
- Policy 35: Protection of ~~sites~~human health and quality of ~~biodiversity~~life from noise and ~~geodiversity importance~~vibration
- Policy ~~70: Protection of priority species~~36: Air quality, odour and ~~habitats~~dust
- Policy 38: Hazardous installations

South Cambridgeshire Local Plan

- Policy ~~NH/4: Biodiversity~~SC/9: Lighting Proposals
- Policy ~~NH/6: Green Infrastructure~~SC/10: Noise Pollution
- ~~Biodiversity SPD (2009)~~

- Policy SC/11: Contaminated Land
- Policy SC/12: Air Quality
- Policy SC/13: Hazardous Installations
- Policy SC/14: Odour and Other Fugitive Emissions to Air

~~7.4~~8.4 Aggregates and waste sites

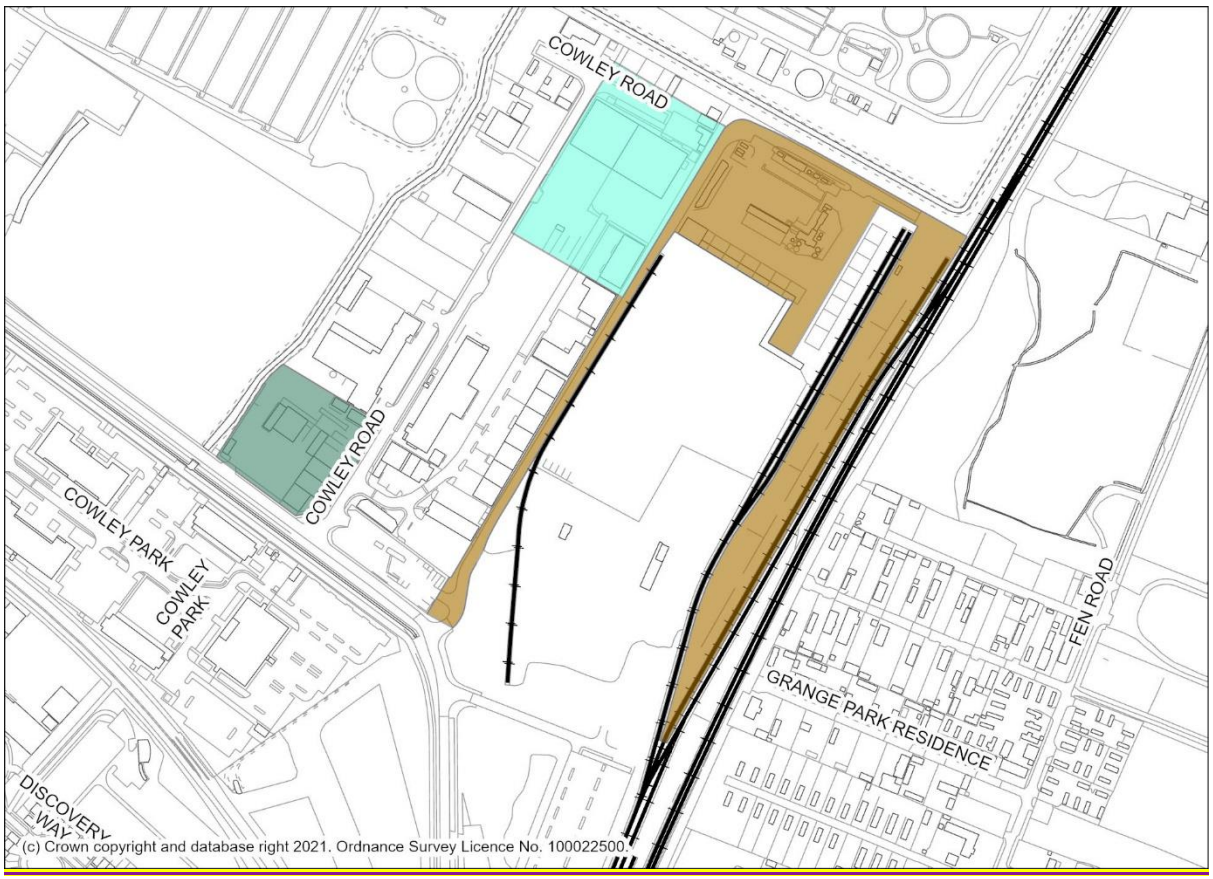


Figure ~~:~~43: Map showing location of aggregates and waste sites within the Area Action Plan boundary. Brown fill shows Safeguarded Aggregates railheads; Green fill shows Existing Safeguarded Waste Transfer Station; Blue fill shows Safeguarded Broad Location for re-located Waste Transfer Station

The Area Action Plan area includes safeguarded Aggregates Railheads and a Waste Transfer Station. The Aggregates Railheads are of strategic importance and also provide the potential to minimise the movement of construction materials and waste by road. ~~The preferred~~ Unless and until a suitable off-site alternative for replacement railheads can be identified, the proposed approach is to retain the Aggregates Railheads ~~and~~in situ. It is proposed to relocate the Waste Transfer Station ~~off-~~

~~site.~~preferably off-site or alternatively, and preferably as an interim site, to a more appropriate location within Cowley Road Industrial Estate adjacent to the Aggregates Railheads to facilitate the Area Action Plan vision and Spatial Framework. This policy sets out how this should be achieved and the implications for development on and around these sites.

~~**What you told us previously**~~

- ~~You commented that the aggregates railheads and waste transfer station should continue to be safeguarded, and some said that the aggregates railhead should be retained for future needs.~~
- ~~One comment noted that the aggregates railheads is necessary to meet the wider needs of Greater Cambridge.~~
- ~~You made comments on the impact of Waste Recycling Transfer Station on future development, and that further analysis should be undertaken to identify the potential risks and the acceptability of different types of development relating to it. It was acknowledged that the location of an off-site re-provided Waste Recycling Transfer Station has yet to be identified and that land contamination needs to be considered as part of any relocation.~~

~~**How your comments and options have been taken into account**~~

- ~~In line with your comments, the proposed policy retains the Cambridge North East Aggregates Railheads in its current location. In order to minimise the impact of HGVs on the District Centre, it is proposed to re-align the road access to the site as defined in Policy 21. Nevertheless, if the site can be relocated off-site or it is considered by the local Minerals and Waste Authority that the site is no longer required, then the policy sets out a preferred alternative use for the site.~~
- ~~The policy, in combination with the Spatial Framework and other supporting policies and diagrams, identifies that the Waste Recycling Transfer Station is an incompatible use within its current location and that it should be relocated off-site through engagement and collaboration with the local Minerals and Waste Authority.~~

Policy 26: Aggregates and waste sites

Unless and until a suitable off-site alternative for replacement railheads can be identified, the continued operation of the Aggregates Railheads at North East Cambridge ~~is~~are supported due to ~~its contribution to~~ their essential infrastructure role serving Greater ~~Cambridge's strategic economy.~~ Cambridge and consistent with the safeguarding policy in the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036.

The ~~only acceptable uses~~Waste Transfer Station will need to be relocated as a pre-requisite to future sensitive development coming forward on surrounding plots and to enable the delivery of the district centre, but must be re-provided consistent with the safeguarding policy contained in the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036 and in collaboration with the Mineral and Waste Planning Authority. Relocation is preferably off-site or alternatively, and preferably as an interim site, adjacent to the Aggregates Railheads within the Cowley Road Industrial Estate. This will be secured through planning contributions from new development within 250 metres of the boundary of the existing ~~aggregates railheads will be light~~Waste Transfer Station site.

In accordance with Policy 12b: Industry, Storage and Distribution, industrial ~~(B2) and logistics~~, storage and distribution ~~(B8) as~~ uses are to be intensified around the existing Aggregates Railheads and the relocated Waste Transfer Station (if retained on site) to act as a buffer to more sensitive uses, as shown in the land use plan (Figure 11). ~~Proposals for residential uses should not be adjacent to the aggregates railheads as it is unlikely that satisfactory design mitigation can be achieved to protect residential amenity alongside the operational requirements of the aggregates railheads. Any residential proposal in Cowley Road Industrial Estate and Chesterton Sidings, as identified in the Spatial Framework will need to demonstrate how it achieves acceptable environmental standards (i.e. buffering) from the negative impacts~~ All development proposals, including the residential within the Consultation Area of either facility must apply the Agent of Change principle, and will need to demonstrate that the proposal will not prejudice the existing use of the facility, not result in unacceptable amenity issues or adverse impacts to human health for the occupiers or users of the proposed development due to the ongoing operation of the facility; that any mitigation measures proposed either as part of the new development

or in relation to the existing operation or its site are practicalbe; all costs can be met by the developer of the ~~aggregates railheads (see Policy 25).~~development proposal..
Residential and commercial development of the Aggregates Railheads site will only be acceptable if the current operation ~~is~~, and the relocated Waste Transfer Station are relocated off-site, subject to meeting the requirements of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036 (or future equivalent) ~~removes~~or removing the safeguarding policy related to this site.
~~The safeguarded Veolia Waste Recycling Transfer Station should be relocated off-site. This would need to be undertaken in collaboration with the Local Minerals and Waste Authority and is a pre-requisite to future sensitive development coming forward on surrounding plots.~~

Why we are doing this

Relevant objectives: 3
~~The Cambridge North East Aggregates Railheads at North East Cambridge is of strategic importance to Greater Cambridge's economy providing an important source of building materials for the wider area.~~ The adopted Cambridgeshire and Peterborough Minerals and Waste ~~Core Strategy (2011~~Local Plan 2036 (adopted 2021) and ~~Site Specific Proposals Plan (2012) designates a safeguarded area for~~Policies Maps (2021) safeguards both the Aggregates Railheads at Chesterton Sidings~~. It is proposed that this site is continued~~ and the Waste Transfer Station on Cowley Road. The safeguarding policies include requirements on all new development proposals within a Consultation Area (circa 250m from the boundary of the existing facility) to ensure such proposals do not proposals do not prejudice the existing operation.
There are currently no suitable alternative locations identified outside of the Area Action Plan area to which these uses could be ~~safeguarded in the emerging Minerals and Waste Local Plan (2020). A large number of businesses use the facility for importing aggregate via the railway, to then~~suitably relocated. As such, both uses must be ~~used in construction and road maintenance across the wider Cambridgeshire area. Given~~accommodated within the ~~aggregates facility connection~~

~~to the railhead, there is potential to minimise the movement of construction materials and waste by road.~~

development proposals of the Area Action Plan. In order to protect future residential amenity and other sensitive uses, the Area Action Plan provides for the provision of intensified General Industrial (B2) and Storage and Distribution (B8) uses around ~~the existing operation~~these operations, providing a buffer. All new development proposals within the Consultation Area of the respective facilities must demonstrate that they can achieve satisfactory design mitigation, either at source (i.e. improvements to the environmental performance of the facility) or to the development (i.e. in terms of acceptable environmental standards). All costs of required mitigation will need to be met in full by the developer of the new development proposal.

There has been a long-term ambition to relocate the Aggregates Railheads from North East Cambridge. Whilst this policy and Area Action Plan Spatial Framework do not seek to relocate this use off-site, it also sets a clear preference for residential ~~and employment floorspace~~ development to be delivered on the site should the site become available for development during the plan period. Any future development in this area would need to protect residential amenity in accordance with Policy 25: Environmental Protection.

~~The Veolia Waste Recycling Transfer Station is located within the Cowley Road Industrial Estate. This site is also safeguarded by the existing and proposed Minerals and Waste plans. However, the site lies at a key intersection on the Area Action Plan Spatial Framework.~~

~~Due to its location and environmental pollutants as well as hours of operation, its continued use is incompatible with the Vision of the Area Action Plan and the Area Action Plan Spatial Framework. Therefore, the Councils will work with the Minerals and Waste Authority and relevant landowners in securing a suitable off-site relocation for this operation.~~

The Cambridge Waste Water Treatment Plant is also a safeguarded use within the Minerals and Waste Plan. However, the adoption of the Area Action Plan is predicated on it being possible, through a separate planning process, to relocate this

facility to another site and freeing up the land for comprehensive redevelopment and it is not a proposal of the Area Action Plan.

~~**Evidence supporting this policy**~~

- ~~Cambridgeshire and Peterborough Independent Economic Review (CPIER) (2018)~~[M65]

~~**Anti-poverty and Inequality Topic Paper (2020)**~~**Evidence supporting this policy**

- North East Cambridge Area Action Plan: Commercial Advice and Relocation Strategy (2021)

Monitoring indicators

- ~~Off-site relocation of Veolia Waste Transfer Station~~
- None

Policy links to the adopted Local Plans

Cambridgeshire and Peterborough Minerals and Waste ~~Core Strategy (2011)~~ [M66]

- ~~Policy CS23~~
- ~~Site Specific Proposals~~Local Plan (~~2012)~~2021)

~~7.5~~8.5 Planning contributions

Planning contributions can take the form of financial or in-kind contributions from developers to mitigate the impacts from the development. These help to provide affordable housing, can secure employment opportunities during the construction ~~of a~~ and post construction phases of development ~~as well as~~; and secure necessary infrastructure, all of which should be provided in a timely manner alongside development. ~~The mechanism for planning contributions across the North East Cambridge Area Action Plan will be different from those set out in the adopted 2018 Local Plans because the site is located in both authorities, and because the site needs a significant level of infrastructure investment. This policy sets out how this process will work.~~

What you told us previously

- You acknowledged the need for developer contributions to deliver the infrastructure that will support development within North East Cambridge. There was no clear preferred approach to securing and delivering the necessary infrastructure, and whether it would be via a Section 106 agreement or an alternative mechanism.
- Given the complexities of the site, most comments seemed to support in principle a strategic site wide approach. Comments mentioned that a strategic approach could enable equitable contributions across different land owners.
- One comment mentioned that it was important that development also provides off-site enhancements.
- Your comments made it clear that to achieve good growth principles and improving the walking and cycling network within the area, developer contributions would be key in funding and delivering these.

How your comments and options have been considered

- This policy responds to comments by identifying a robust mechanism that mitigates the negative impact of new development and contributes to site-wide infrastructure where relevant. These contributions are sought in a coherent manner to prioritise infrastructure that supports good growth.

Policy 27: Planning Contributions

The Councils will seek appropriate planning contributions on a scheme-by-scheme basis to :

a) finance the early delivery of major strategic infrastructure as identified in the Infrastructure Delivery Plan established up-front by the Councils, such as a strategic noise barrier, road, rail and guided busway crossings, digital infrastructure such as a site wide energy efficient power network, open space and recreation facilities, strategic drainage, education facilities, training and community facilities and strategic public transport.;

b) secure the provision of affordable housing (in relation to residential development schemes,), employment opportunities;

A. ~~c)~~ , and to ensure development proposals provide or fund new or enhanced strategic infrastructure and improvements, and to mitigate site specific impacts made necessary by the proposal.

It is expected that applicants engage in pre-application discussions with the Greater Cambridge Shared Planning Service to agree draft S106 Heads of Terms that will be submitted with each application.

Viability

B. Where there are concerns with site specific development viability, the onus is on the applicant to provide clear evidence of the specific site circumstances. Viability concerns should be raised at the pre-application stage.
C. Where viability considerations are accepted, the Councils will determine the balance of obligations and will require a future review and, where appropriate, clawback mechanisms.

Why we are doing this

Relevant Objectives: 1, 2, 3, 4

~~Planning contributions from developments will be secured to ensure infrastructure is delivered in a timely manner to mitigate and support~~All new development proposals within ~~North East Cambridge.~~

~~The mechanism for planning contributions for North East Cambridge Area Action Plan differs from those set out in the adopted 2018 Local Plans due to the site's location across both authorities.~~

~~Developer contributions towards infrastructure will be key in overcoming the significant challenges in delivering the site in line with the Area Action Plan's good growth ambitions and ensuring that development is viable. For example, the area's significant transport challenges require a level of investment in sustainable travel infrastructure to ensure that the trip budget can be met. Equally, development will need~~NEC are required to contribute ~~to the mitigation of human health constrains such as noise, air quality and land contamination prior to development coming forward, all of which are shared issues across the plan area.~~

~~The Area Action Plan brings together within a single document both authorities' policies relating to planning contributions in North East Cambridge. It sets out the affordable housing requirement that will apply to new residential development. It also sets out how planning obligations will be secured for the~~ fairly and equitably towards the necessary supporting infrastructure, through both on-site provision ~~or improvement of infrastructure, including open space, education, transport~~ and ~~public realm infrastructure.~~

~~The affordable housing and planning~~financial contributions to relevant area-wide requirements ~~set out within the Area Action Plan will not undermine development viability.~~

~~The plan has to ensure its deliverability given the significant site wide infrastructure~~. NEC Area-wide requirements ~~therefore, the Councils will seek to establish~~ may extend to include not just physical provision, but the management and maintenance of strategic infrastructure ~~upfront. Contributions for this initial financing will be sought through an equitable apportionment costs mechanism through the plan period.~~(such a public transport, public realm, and green infrastructure) and, where appropriate, the monitoring of activities or mitigation measures (such as vehicle trips).

~~**Evidence supporting this policy**~~

- ~~Viability assessment (currently in development)~~

While the councils expect most site-specific impacts to be mitigated through good design and layout (in accordance with Policy 6), some impacts are likely to require physical works or other forms of improvement to mitigate them.

Development proposals must consider the full policy requirements set out in the Area Action Plan. Viability assessments should only be conducted where justified through exceptional site-specific circumstances. Viability assessments should be produced in line with the national planning practice guidelines. Independent verification of viability assessment will be sought, and any costs that this incurs will be borne by the developer. Once accepted by the councils, the assessment will be made publicly available.

Evidence supporting this policy

- North East Cambridge Viability assessment (2021)
- North East Cambridge Infrastructure Delivery Plan (~~currently in development)~~2021)

Topic Papers and other documents informing this policy

- Health Facilities and Wellbeing Topic Paper (~~2020~~2021)
- Skills, Training and Employment Opportunities Topic Paper ~~(2020~~ (2021)
- Community Safety Topic Paper (~~2020~~2021)
- Anti-Poverty and Inequality Topic Paper ~~(2020~~ (2021)
- Smart Infrastructure: Future Mobility (~~2020)~~ 2021)
- Smart Infrastructure: Digital Infrastructure (~~2020)~~2021)
- Internalisation Topic Paper (~~2020~~2021)

Monitoring indicators

- ~~Investment and timely provision of infrastructure and community facilities alongside new development.~~
- ~~Progress and development on strategic site allocations~~
- ~~Affordable dwellings permitted as a percentage of all dwellings permitted on sites where the policy requiring affordable dwellings applies~~
- Securing of S106 contributions

Policy links to adopted Local Plans

Cambridge Local Plan

- Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

South Cambridgeshire Local Plan

- ~~Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station~~
- Policy TI/8: Infrastructure and New Developments
- ~~Policy H/10: Affordable Housing~~

- ~~Policy E/14: Loss of Employment Land to Non Employment Uses Policy~~
- ~~Policy E/22: Applications for New Retail Development~~

- Policy H/10: Affordable Housing

~~7.6~~8.6 Meanwhile uses

Development across North East Cambridge will be phased over a number of years and critical to its success will be making sure that a sense of place and community is developed from the start. Policy 23 requires consideration of how early residents will be supported through community development.

Temporary 'meanwhile' projects which create community services, small-scale business and retail spaces and public realm can achieve this, supporting local skills development and entrepreneurship, and meeting short-term gaps in the delivery of permanent community infrastructure.

This policy sets out how temporary planning permission will be supported for meanwhile uses that contribute to the vibrancy and wider vision for the area.

~~**What you told us previously**~~

- ~~You supported taking a positive, innovative and flexible approach, enabling a balanced mix of uses to provide the early foundations for North East Cambridge where they would add vibrancy.~~
- ~~You suggested that there should be no limitations on the scale of meanwhile uses as this would be contrary to their purpose and could stifle innovation and creativity, or their timescale which will be dependent upon the timescales of permanent development and a reasonable period of occupation may be needed to recoup investment.~~
- ~~You commented that meanwhile uses should be compatible with surrounding uses, including the Waste Water Treatment Plant (depending on timing for its relocation).~~

~~**How your comments have been taken into account**~~

- ~~Reflecting your comments, the proposed policy for meanwhile uses provides flexibility for innovative solutions to be delivered in a timely manner. This will help establish behaviour and trip patterns from the outset and ensure North East Cambridge is a vibrant and attractive place for new and existing residents and employees.~~

- The policy seeks to ensure that meanwhile uses are coordinated and compatible with surrounding uses and would not prejudice development land from being brought forward.

Policy 28 – : Meanwhile uses

Within North East Cambridge temporary consent Temporary planning permission will be granted for "meanwhile" uses to enable the delivery of services and facilities, including shops, bars, cafes, other retail, work units such as office start-ups, health facilities, charities, nurseries and community centres and spaces, on sites whichin buildings or on spaces that would:

1. otherwise remain empty or underused as they are not expected to come forward for development in the short-term. ;

Such uses should be provided in a flexible and coordinated way and demonstrate how they contribute to the vibrancy of the immediate area and support the delivery outcomes and vision set out in the Area Action Plan.

2. Planning permission in buildings that would otherwise remain empty or underused will be permitted, on a temporary basis where the use meetsmeeting the day-to-day needs of the local community, subject;
3. contribute positively to any relevant amenity issues. Time limitedthe emerging identity of North East Cambridge;
4. reinforce the longer term uses planned for the area, including the consideration given to supporting meanwhile occupiers securing permanent spaces within developments; and
5. not give rise to an unacceptable impact on existing or proposed neighbouring uses, on the transport network, and to environmental conditions.

Such uses should meet accessibility standards, provide for safe and convenient access for both servicing and users, include sufficient and secure cycle parking and be used,designed to be provided in a flexible and coordinated way.

Temporary permission for meanwhile uses will be linked to the phasing of the delivery of the District's Centres and the delivery of permanent facilities.

Why we are doing this

Relevant Objective: 1, 2, 4, 5

The value of meanwhile use is recognised by the councils as a strategy for enabling early delivery of longer-term regeneration and development proposals. The comprehensive regeneration of North East Cambridge ~~to create a new city district~~ will be phased over a number of years and it is not ~~always possible or~~ feasible to put the full range of permanent structures and/or uses ~~in place~~planned for the area from the outset. Providing temporary "meanwhile" [7] spaces, buildings and uses during the initial stages of the development can help provide opportunities for active uses throughout the redevelopment and to ensure that the new residents do not need to travel far to meet their day to day needs and avoid unsustainable patterns of movement.

~~These uses can be located in existing vacant spaces, buildings or temporary structures (often with cheaper rents for the occupiers) whilst the development is built-out and later replaced with a permanent facility.~~Meanwhile uses also have an early role in place making, by being able to quickly bring life and activity to an area before permanent development begins. This also has the benefit of acting as a prototype for the character of this new city district, ensuring early understanding of it as a place, enhancing the attractiveness to potential future tenants, and businesses may flourish helping to provide readymade tenants that can migrate into permanent space.

~~Applications that keep suitable existing spaces and buildings in active~~Ideally the meanwhile use ~~in the short-term will~~ would occupy a space which is intended to be ~~supported. New facilities including~~available for at least five years, in order to offset the start-up costs and enable the establishment of viable businesses, noting the low cost and low-risk nature of the development makes them attractive to business start-ups, community groups and the creative and cultural sectors.

Meanwhile uses could take a number of different forms, such as repurposing an existing building, new build, the use of outdoor space, or a combination of these, and may comprise one or a wide range of compatible uses, such as shops, bars, cafes,

[7] "Meanwhile" use is a catch-all title adopted in recent years to describe a diverse range of pop-up cafés, shops and temporary uses of empty property and land awaiting longer-term development.

other retail, ~~work units such as~~ office start-ups, health facilities, cultural spaces and workplaces, charities, nurseries and community centres ~~and~~ spaces~~,~~ and facilities. The policy does not therefore seek to constrain innovation in the form of meanwhile use(s) but concerns itself with ensuring what's proposed will meet local needs, contribute to place-making and place-identity and will not impact upon the operation of existing uses or inhibit policy compliant permanent development coming forward on neighbouring sites. In this context, the location, siting, access arrangements, and the achievement of satisfactory environmental conditions for users are all key considerations as to the acceptability of a proposal.

New facilities should be provided in flexible spaces which are adaptable, and consideration should be given to co-locating uses to generate vibrant spaces. ~~The duration of any consent should be linked to the phasing of permanent facilities and will vary according to the individual circumstances and use.~~
~~Such uses should ensure that they have no negative impacts on residential amenity or the immediate area and that they continue to complement the vibrancy and distinctiveness of the area.~~ Meanwhile uses will not be permitted where it would prevent development from being brought forward in a timely fashion. Consideration should be given to how meanwhile uses transition to new permanent sites within the Area Action Plan area as they become available to ensure their continuity.

Evidence supporting this policy

- ~~Health Facilities and Wellbeing Topic Paper (2020)~~
- ~~Anti-poverty and Inequality Topic Paper (2020)~~Community and Cultural Facilities Audit Provision (~~2020)~~2021)
- Cultural Placemaking Strategy (~~2020)~~2021)
- Greater Cambridge Creative Business and Cultural Production Workspace Study (~~2020~~2021)

Topic Papers and other documents informing this policy

- Health Facilities and Wellbeing Topic Paper (2021)
- Anti-Poverty and Inequality Topic Paper (2021)

Monitoring indicators

- ~~Numbers of different land uses permitted~~
- Meanwhile use permissions granted

Policy links to the adopted Local Plans

- South Cambridgeshire Local Plan
- Policy SC/4: Meeting Community Needs

~~7.7~~8.7 Employment and training

~~Employment, skills and training within the construction and operation of new developments provide a range of job opportunities for local residents.~~ Many of the areas surrounding the Area Action Plan area experience relatively high levels of deprivation and unemployment and it is essential that new development contributes to addressing these inequalities. This policy sets out how development should create meaningful employment and training opportunities for existing residents during both the construction and operational phases of the development.

~~What you told us previously~~

- ~~You commented that development should create employment opportunities for local residents in and around the area.~~
- ~~You commented that the development process should be seen as an opportunity to encourage education and training in conjunction with local academies and colleges. This could include apprenticeships, work experience placements and employment opportunities for students attending these establishments.~~

~~How your comments and options have been taken into account~~

- ~~This policy evidences the need and requirement to provide employment and training opportunities for local residents as part of the development, construction and end-use phases of the Area Action Plan's delivery.~~

- ~~Cambridge Regional College is now located within the Area Action Plan area, establishing the link between development, innovation, industry and education.~~

Policy 29 ~~–~~: Employment and Training

~~The councils will support development that makes provision for a mix of meaningful employment opportunities~~ In order to support ~~local residents, students, apprentices~~ and ~~the Greater Cambridge economy. This will be achieved through:~~

~~a) Increasing~~ enable employment and training opportunities for ~~training and employment by developers contributing to a range of employment, skills and training initiatives. Access to new job opportunities, including an agreed target, created during the construction stage of~~local people, proposals for development ~~will~~ over 1000m2 commercial floorspace or 20 dwellings will be required to be ~~secured through a Section 106 agreement.~~

~~b)~~ accompanied by an Employment and Skills Plan (ESP~~), submitted~~) for agreement with the Councils as part of ~~a~~the planning application~~,~~ process.

The ESP will need to demonstrate how employment, skills and training opportunities for local people will be ~~delivered to new employees during~~provided in the construction phase of developments, and in addition the operational ~~stage~~phase of ~~the development.~~ commercial developments.

~~c) Reducing the skills gap by providing access to a range of employment opportunities for local residents. Developers should seek~~The ESP should:

- Demonstrate how opportunities will be taken to employ a skilled local workforce such as local contractors, apprentices and trainees~~.~~ and how opportunities will be advertised;
- ~~d) Responding to future employment needs through developers~~ Detail how training opportunities will be provided, which could include working with local academies, colleges and educational ~~facilities~~establishments, such as Cambridge Regional College, to provide training and apprenticeships ~~throughout the delivery of the development.~~ ;
- ~~Development proposals will be required to~~ Demonstrate how opportunities arising from the scheme will be made accessible to local residents, particularly those in existing communities bordering the site and to priority groups~~.~~;

Propose targets, and set out how the delivery of the plan will be monitored. Implementation of the ESP will be secured through a planning obligation (S106).

Why we are doing this

Relevant objectives: 3, 5

Greater Cambridge is recognised as having one of the fastest growing economies in the UK and delivers large numbers of employment opportunities across a range of sectors. It is envisaged that North East Cambridge will play a significant role in meeting future employment needs of the Greater Cambridge area. As such the North East Cambridge area will continue to provide short and longer- term opportunities for a workforce with a range of skills to be employed during the construction phases of development and beyond.

The areas adjoining the North East Cambridge area are largely residential~~. To the east of the railway line, there is an established Gypsy and Traveller community, whilst to the south the predominantly residential~~ where the wards of King's Hedges and East Chesterton both fall within the twenty most deprived wards in Cambridgeshire in terms of indices of multiple deprivation.

It is essential the proposed development at North East Cambridge ~~contribute~~contributes towards reducing such inequalities by securing training and employment opportunities for unemployed and underemployed residents in these neighbouring areas. The amount of development planned for North East Cambridge provides an opportunity to benefit local residents through support for skills development, vocational training, apprenticeships and similar employment training programmes. These programmes are of particular benefit to those residents within the local area experiencing economic and social deprivation. Provision for these schemes will therefore be sought in Planning Obligations for all major development within North East Cambridge. This will be part of a broader Anti-Poverty Strategy to improve skills and opportunities for local people in the wider area.

New development should proactively support local employment opportunities ensuring that skills, training and employment is not only provided but taken-up by a local workforce in both the construction and end-use phase and utilise existing and new private/public funding opportunities to develop new initiatives where possible.

This will enable residents to access skilled-based employment locally and apprenticeships to those who wish to attain qualifications that will allow them to progress in their careers.

The Area Action Plan seeks to bring together innovation, industry and education which supports the overarching principles of a successful innovation district. By integrating Cambridge Regional College with the existing science and innovation parks as well as wider planned development, the plan seeks to increase access to apprenticeships and training, ultimately reducing the skills gap and increasing employment in the area. A key outcome from this will be a more highly skilled workforce, not only enhancing social inclusion but encouraging good growth within the area.

During the construction phase developers would be expected to deliver an agreed employment and training target for apprentices and trainees along with notification of all vacancies on site which includes all opportunities with contractors and subcontractors. For both the construction and end use phases the developer should be committed to working in partnership with the Councils and specifically the Economic Development Team to produce an Employment and Skills Plan (ESP). ~~The Councils will encourage the employment of a local workforce during the construction phase.~~ In order to ensure access to skilled local labour is not a constraint to development delivery, the ESP should also set out measures of how the workforce could be sourced from the wider travel to work area if there is an evidenced shortage of short term local skilled labour.

~~Evidence supporting~~Topic Papers and other documents informing this policy

- Skills, Training and Local Employment Opportunities Topic Paper (~~2020)~~2021)
- Anti-Poverty and Inequality Topic Paper (~~2020)~~2021)
- Education Topic Paper (~~2020)~~2021)

Monitoring indicators

- ~~Developer contributions collected for skills and training (from S106)~~
- Number of Employment and Skills Plan secured through S106 agreements
- ~~Developers should provide monitoring reports of implementation of their ESP~~

- ~~Employment land take-up~~
- ~~Working age population~~

Policy links to the adopted Local Plans

~~Cambridge Local Plan Policy 2: Spatial strategy for the location of employment development~~

- ~~Policy 14: Areas of Major Change and Opportunity Areas – general principles~~
- ~~Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change~~

~~South Cambridgeshire Local Plan Policy S/1: Vision~~

- ~~Policy S/2: Objectives for the Local Plan~~
- ~~Policy S/5: Provision of new jobs and homes~~
- ~~Policy S/6: Cambridge Northern Fringe East and Cambridge North railway station~~
- ~~Policy E/1: New employment provision near Cambridge – Cambridge Science Park~~

- None

~~7.8~~8.8 Digital infrastructure and open innovation

Smart development can be defined as using data gathering technologies in buildings and spaces to manage assets, resources and services efficiently. This has the potential to reduce energy and resource use and improve public services to help deliver the Area Action Plan's strategic objectives. North East Cambridge provides an opportunity to embed smart thinking into the area from the earliest stages and should be carried out in an open, equitable and adaptable manner. The policy sets out the expectations for smart technology and open data provision and management.

~~What you told us previously~~

- ~~There were a range of comments regarding the use of smart technologies on site. It was highlighted that development construction should ensure high quality buildings, that smart initiatives could be used to reduce any impact on the highway network, and how the Area Action Plan can help futureproof buildings and infrastructure.~~
- ~~You mentioned that the link between the existing and future innovation sector in this area should integrate high quality technologies within new homes and supporting ancillary uses as well as collaborate with local businesses and educational institutions . These should help the form and fabric of construction, building services, and also establish sustainable energy generation and supply.~~
- ~~You commented on the interplay between the highway network and technology, highlighting the potential importance of smart technology to help achieve the trip budget.~~
- ~~An innovative centralised refuse collection was mentioned to help to reduce demand of service trips.~~
- ~~You suggested that deliveries should be consolidated given the growth of online shopping. Comments mentioned that this should be based on understanding the needs of residents and businesses and could be facilitated by a rail freight terminal accessed on Cowley Road that could become a trans-~~

shipment hub appropriate given proximity to A14. You also suggested that cycling logistic firms could make last-mile deliveries within the site and wider area using cargo bikes and assigned delivery parking outside of peak hours.

- You mentioned that real time information and integrated ticketing would be important to improve the lives of transport users. Comments mentioned that users should have excellent access to and between different transport modes and that these are technologically integrated.
- You mentioned future proofing for new technology – for example, the Milton Road vehicular access to Cambridge Science Park was mentioned as having the potential for hosting more progressive transport technology.
- You commented that routes should be protected for emerging light rail – or other technology – networks. The Guided Busway corridor was seen as having the potential for early delivery of a rapid transport, autonomous vehicle shuttle between Cambridge North Station, Cambridge Science Park and Cambridge Regional College.
- There was some concern about adaptability of infrastructure over time. Comments mentioned designing in the possibility for repurposing of buildings and other infrastructure such as car barns and other buildings as circumstances change over time.
- You mentioned that the Area Action Plan should allow for innovative solutions as technological advances come forward, rather than be absolute and restrictive.

How your comments and options have been considered

- The policy reflects the key comments and options that have been proposed. The policy seeks to establish high quality smart infrastructure that can support the delivery of development across North East Cambridge.
- Buildings are expected to be high quality and adaptable to enable future proofing. In establishing potential for the capturing of open data the councils will support flexible innovation that can adapt over time; this could apply to services such as transport as well as monitoring environmental performance.

- The Area Action Plan will aim to ensure that relevant data can be captured to help improve services such as deliveries and integrated ticketing to improve public transport usage.

Policy 30: Digital infrastructure and open innovation

The Councils will supportMajor development proposals that include a will be required to be supported by a Digital Infrastructure and Open Innovation Strategy outliningwhich must detail how schemes will meet current and future anticipated requirements. These should set out how the development canwill be innovative and embrace the opportunity to develop sensor networks embedded into the development which supports achieving the meeting of high environmental standards set out within the Area Action Plan.. The Digital Infrastructure and Open Innovation Strategy must address the points below where appropriatefollowing requirements.

Smart buildings

To be considered a smart building,New developments should:

a. a) consider the impact of the design on wireless connectivity within the building, in-building solutions should be provided if the building design is expected to impact on the quality of wireless signals;
b. b) ensure access to high quality communications via the latest generation of high-speed gigabit-capable broadband;
c. c) establish “open access” broadband infrastructure provided by at least two suppliers or a neutral host;
d. d) assess the likely impact of developments on the existing mobile networks in the area and take appropriate action to mitigate any adverse impacts and design in mobile phone infrastructure from an early stage including engaging with Mobile Network Operators;
e. e) incorporate a single waste collection pointSMART technologies to facilitate efficient waste management from multi tenanted buildings; and
f. f) consider rooftop delivery space to provide passive provision for airborne drones; and

g) provide natural cooling airflows and should maximise its off-grid energy potential.

g. Include public Wi-Fi in publicly accessible buildings.

Smart public realm

Developments that provide new public realm should ensure that all street furniture has been considered for smart multifunctionality. Street furniture should be self-powered through solar panels, and where appropriate it should aim to include wayfinding information, publicly accessible Wi-Fi, and electric charging points for phones and/or electric vehicles. All data collected by street furniture should be open source. This ~~will~~should be facilitated by:

~~g.~~h. ~~h)~~ ensuring that fibre connectivity is designed in a way that it will be easily accessible for connection to street furniture such as street lighting columns to facilitate future improvements such as ~~5G;~~future rollout of the latest small cell mobile communications technology

~~h.~~i. ~~i)~~ designing street furniture in such a way that the installation of telecoms equipment and other sensors can be included.

Open data

All developments with data generating interventions should provide machine readable data to the Councils so that the Councils can republish the data on their open data platforms that can be used by a single API for all open data collated. ~~Non-residential developments at North East Cambridge should provide publicly accessible Wi-Fi.~~

Future mobility zone

The Councils will support experiments at North East Cambridge on future mobility to help foster the area's innovation and support the delivery of new transport services. This is to enable first and last mile journeys to be made by innovative forms of transport.

3D model

All major development should submit a 3D model in a ~~readable format~~as a native file to the local planning authority as part of a planning application to allow for landscape, townscape and microclimate impacts to be considered virtually.

Why we are doing this

Relevant objectives: 1, 2, 4, 5

Using the innovation potential of new technologies, North East Cambridge could improve public services to enhance the lives of people and working within the area. The Area Action Plan needs to identify an approach that can utilise data technology and information to address the evolving needs of North East Cambridge's residents, workers, and visitors.

Open innovation initiatives at North East Cambridge will collect information and data to enhance the understanding of planning and public services by generating information on service delivery, resource consumption, and mobility patterns. All policies relating to physical, digital, and social infrastructure have the potential to be smart, but it can only be so if it is connected to a network of systems that support interlocking operations or functions. Connecting different technological interventions with each other can provide the potential for integrated urban services that can be harnessed to add value and become smart. The integration of data at North East Cambridge should be open, i.e. shared on terms that are not only machine readable, but fair, transparent, and accountable consistent with privacy regulation of General Data Protection Regulation (GDPR).

North East Cambridge provides an opportunity to embed smart thinking into a new development from its inception. Three key areas were identified as being the most relevant to smart considerations:

- future mobility, i.e. transport innovation impacting systems of movement – integrated ticketing, applications using real time information for journey planning, etc – as well as new modes of transport – drones, autonomous vehicles, etc.
- environmental monitoring, i.e. equipment, systems and sensors that can support the remote understanding of environmental performance such as light pollution, noise, air quality, building energy efficiency and flood risk to enable real-time analysis.
- connectivity, i.e. the enabling infrastructure that will support the realisation of new technological improvements.

All of these could have profound implications on the use of public space, the ability of residents and workers to meet the trip budget, biodiversity net gain, and the capacity of statutory authorities to provide services.

North East Cambridge needs to establish the enabling infrastructure for smart technology and become a test bed for the experimentation of new technology. Lamp posts, for example, could use low energy lighting that is responsive to different times of day and use patterns, as well as also incorporate air quality sensors, publicly-accessible WIFI, electric vehicle charging points, and share their data openly for reuse by others. A multifunctional approach to design and integrated technology can therefore provide a range of smart proposals, allow efficient data monitoring and reduce visual clutter within the public realm.

North East Cambridge's approach to the smart city will be open and flexible systems to adapt to social changes and institutional innovations. Platforms and initiatives should be designed around the needs of citizens themselves and actively involve citizens in the design of the next generation of public infrastructure and services, thereby building common ecosystems and common frameworks for interoperable digital services. Processing urban information in real time and making data publicly accessible can facilitate a transformation in how North East Cambridge's public resources will be used, together with improving public services such as mobility, transportation, and health care systems.

North East Cambridge can harness the power of technology and digital innovation to benefit all residents, workers, and visitors, and contribute to good growth by making the economy more sustainable and collaborative. Introducing network technologies in North East Cambridge is not just about providing the city with connectivity, sensors, and AI, but there is also an opportunity to achieve strategic objective priorities such as affordable housing, sustainable mobility, and active citizenship. To ensure that these ambitions are fulfilled development proposals will need to outline their digital infrastructure and open innovation strategies.

Smart buildings

The policy seeks to future proof the built environment within North East Cambridge to adapt to the future economy. This policy is designed to enable the buildings at North East Cambridge to be designed, implemented, operated, and managed in a smart and resilient way in line with the strategic objectives of the Area Action Plan. The policy aims to ensure overall security and safety, resilience, usability, and

efficiency of buildings as assets, while reducing the amount of capital and intervention required to achieve these outcomes. The policy also seeks to ensure there is a uniform and consistent approach in the delivery of waste collection across North East Cambridge by employing latest technology and innovation for example underground bunkers incorporating sensor technology to ensure efficient service provision is delivered.

By ensuring that residents and businesses have a wide selection of digital suppliers this will allow for consumer choice, competitive pricing as well as encourage providers to deliver a high quality service. The policy proactively requires developers to identify pre-designated locations for future mobile mast installations to ensure site wide mobile coverage. This should include suitable design of the land or building to accommodate the equipment as well as the provision of power and backhaul connectivity to the mast location.

Smart street furniture

Multifunctional street furniture that is self-powered can help North East Cambridge improve the interactivity of its public spaces by providing public services, information, and connectivity, while at the same time enabling the collection of valuable open data by the Councils provide opportunities for further innovation.

Open data

The policy aims to use tools such as open data to incubate innovation, improve public services, and empower residents and workers. This needs to be matched by an ethical and responsible innovation strategy, that can make the most out of data and experimenting with new innovation such as future mobility, while guaranteeing data sovereignty and privacy in line with GDPR. This will help ensure that public resources and assets are aligned to the principles of good growth.

Future mobility zone

There has been a number of technological enhancements to public and private transport in recent years. The rate of change means that conducting experiments in future mobility at North East Cambridge will enable the area to explore different mobility options which showcase innovation. These trails and experiments will help to provide a long term unique site specific approach to mobility at North East Cambridge.

~~**Evidence supporting this policy**~~

Topic Papers and other documents informing this policy

- Smart Infrastructure: Environmental Monitoring Topic Paper (~~2020)~~2021)
- Smart Infrastructure: Digital Infrastructure Topic Paper (~~2020)~~2021)
- Smart Infrastructure: Future Mobility Topic Paper (~~2020)~~2021)
- Internalisation Topic Paper (~~2020~~2021)

Monitoring indicators

- ~~Delivery of smart buildings~~
- ~~Delivery of smart street furniture~~
- ~~Delivery of future mobility experiments~~
- ~~Collation of open data~~
- Percentage of eligible developments where Digital Infrastructure and Open Innovation Strategies were secured

Policy links to adopted Local Plans

Cambridge Local Plan

- Policy 42: Connecting new developments to digital infrastructure

South Cambridgeshire Local Plan Policy

- CC/1: Mitigation and Adaptation to Climate Change Policy
- CC/3: Renewable and Low Carbon Energy in New Developments Policy
- CC/5: Sustainable Show Home Policy
- TI/10: Broadband

~~7.9~~8.9 Trajectories

This section of the Area Action Plan provides details about anticipated delivery of development across North East Cambridge including area specific data for each of the development areas over the plan period (up to 2041) and beyond. It gives an indication of the how much development will take place in each area and when.

The National Planning Policy Framework (NPPF) requires strategic policies to include a trajectory illustrating the expected rate of housing delivery over the plan period. In preparing the trajectories for the Plan, the Councils have had regard to a number of factors:

- The anticipated date of a decision on the Waste Water Treatment Plant Development Consent Order application
- The anticipated date of adoption of the Area Action Plan;
- The relocation of the Waste Water Treatment Plant and decommission of existing site;
- A higher than average but reasonable build rate for the development, informed by on-going engagement with the landowners/developers, based on:
    - current expectations of the housing and employment market;
    - efficient building processes such as modular housing;
    - the housing types to be delivered; and
    - housing tenures which support quick delivery (e.g. Built to Rent).

However, ~~all these assumptions~~ the anticipated phasing of delivery must be heavily caveated that it could be affected in the event of any changes in circumstances that affect confidence in the timing of delivery, for example the economic impact of COVID-19, availability of an adequate water supply, and~~/or that~~ further discussions with landowners and developers that identify that the rate of delivery is not achievable.

Engagement with landowners and developers in preparing the plan has suggested that they anticipate that 530 homes per year could be delivered at North East Cambridge over the plan period. The level of development assumed by the Councils on strategic sites ~~is~~ in the past has typically been 250 dwellings per year. The Housing Delivery Study 2021, prepared to support the Greater Cambridge Local Plan, concludes that for strategic sites within and on the edge of Cambridge, a rate of 350 dwellings per year can reasonably be relied upon, with a gradual increase in annual delivery at the beginning of the site's delivery and a gradual reduction at the end, both over a period of three years. Given the nature of the proposed development at North East Cambridge, there ~~is the~~may be potential for this to ~~accelerated~~ accelerate further through some of the assumptions noted above. There is no policy limit on annual delivery subject to meeting the wider policy requirements of the development plan, but the trajectory anticipates a maximum of 350 dwellings

per annum. This will be kept under review ~~and maybe~~through the annual housing trajectory and may be refined as necessary drawing on evidence ~~being prepared to support the emerging Greater Cambridge Local Plan and~~from further engagement with landowners and developers.

The phasing of business floorspace is anticipated to be fairly continuous throughout the plan period. Engagement with landowners/developers and evidence base documents note that a significant amount of business floorspace can be delivered and absorbed by the market during the plan period. The re-provision of industrial floorspace is anticipated to come forward steadily across the plan period. This reflects that land within Chesterton sidings is within single ownership, whilst Cowley Road Industrial Estate is made up of fragmented land ownership where existing lease arrangements and some ~~off-site~~ relocations ~~(i.~~off-site or elsewhere within the North East Cambridge area (e.~~Veolia~~g. Waste Transfer Station) are likely to mean that development will be delivered from the middle of the plan period in this area.

The Councils ~~will be preparing~~have prepared a Commercial Advice and Relocation Strategy to further inform these delivery assumptions for industrial floorspace. For both business and industrial floorspace delivery, this is also caveated that in the event of any changes, for example the economic impact of COVID-19 and/or further discussions with landowners and developers.

Figure ~~xxx~~45 and 46 below ~~provides~~provide a summary of the broad distribution and phasing of the housing provision ~~set out~~anticipated in the plan. ~~At this stage, the Councils are not advocating this programme but are inviting comment on the assumptions set out.~~

Residential - Net additional units	2020/25	2025/30	2030/35	2035/~~4~~041	Plan Period	~~2040+~~2041+	Total
Anglian Water / Core Site	-	~~2,250~~-	~~2,129~~400	1,~~122~~500	~~5,500~~1,900	3,600	5,500
Cambridge Business Park	-	-	~~500~~100	200	~~500~~300	200	500
Cambridge Science Park	-	-	-	-	-	-	0

Chesterton Sidings	-	~~365~~650	~~365~~600	-	~~730~~1,250	~~240~~0	~~970~~1,250
St Johns Innovation Park	-	-	-	-	-	-	0
Trinity Hall Farm Industrial Estate	-	-	-	-	-	-	0
Nuffield Road Industrial Estate	-	-	~~275~~50	~~275~~100	~~550~~150	~~110~~300	~~660~~450
Cowley Road Industrial Estate	-	-	~~250~~-	~~250~~100	~~500~~100	350	~~500~~450
Merlin Place	-	-	-	~~120~~125	~~120~~125	0	~~120~~125
Milton Rd Car Garage	-	-	0	~~100~~75	~~100~~75	0	~~100~~75
Cambridge Regional College	-	-	-	-	-	-	0
Total	~~486~~0	~~2,494~~650	~~3,154~~1,150	~~1,867~~2,100	~~8,000~~3,900	~~350~~4,450	8,350

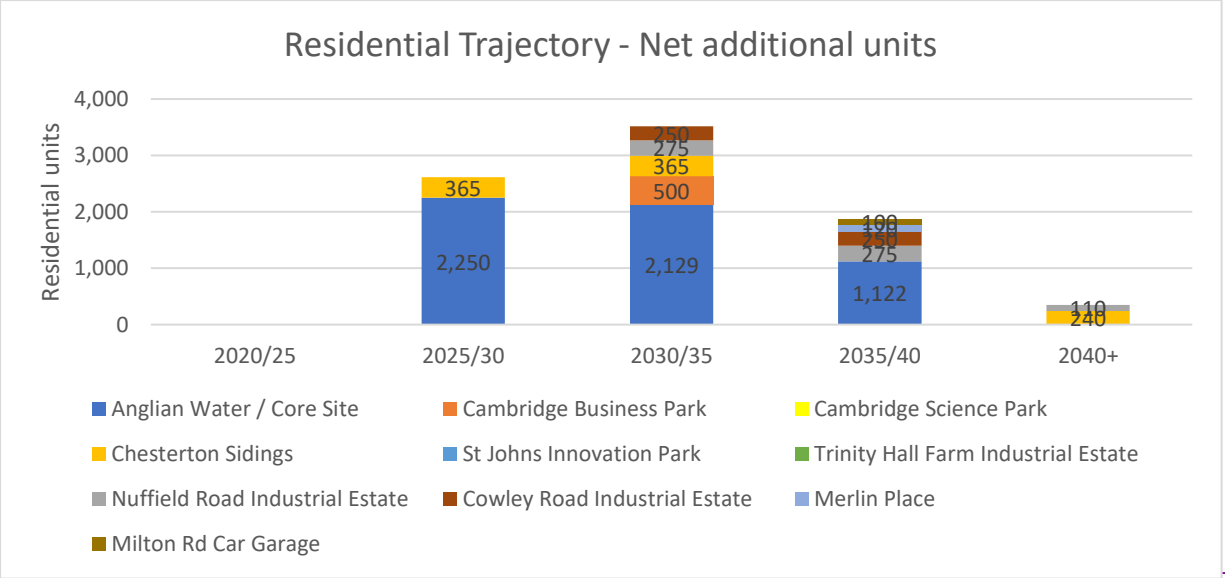
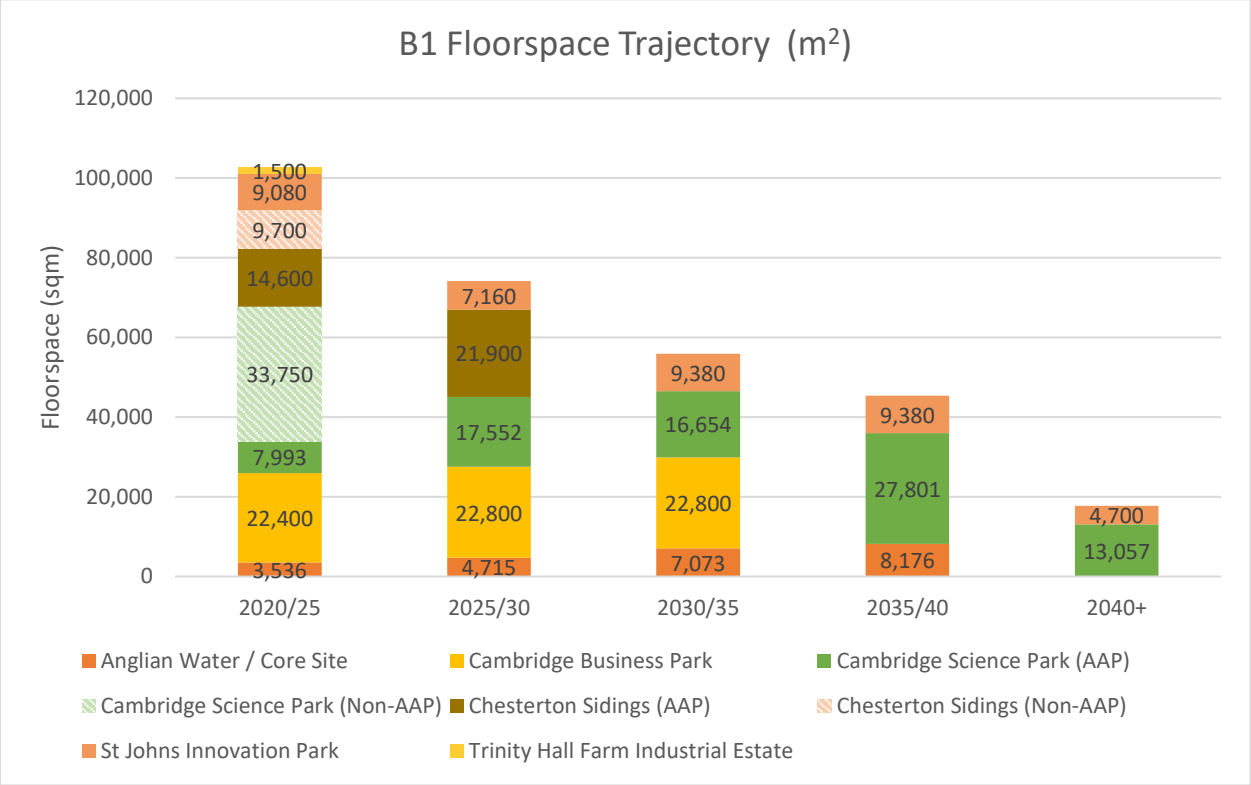


Figure xxx below provides a summary of the broad distribution of the office development (B1) provision set out in the plan. At this stage, the Councils are not advocating this programme but are inviting comment on the assumptions set out.

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

~~**Milton Rd Car Garage**~~							
~~**Cambridge Regional College**~~							
	~~102,559~~	~~74,127~~	~~55,907~~	~~45,357~~	~~**277,950**~~	~~17,757~~	~~295,707~~



~~Figure xxx below provides a summary of the broad distribution of the industrial development (B2 and B8) provision set out in the plan. At this stage, the Councils are not advocating this programme but are inviting comment on the assumptions set out.~~

~~**B2/B8 - Net additional (m2)**~~	~~**2020/25**~~	~~**2025/30**~~	~~**2030/35**~~	~~**2035/40**~~	~~**Plan Period**~~	~~**2040+**~~	~~**Total**~~
~~Anglian Water / Core Site~~							
~~Cambridge Business Park~~							
~~Cambridge Science Park (AAP)~~		~~1,159~~			~~**1,159**~~		~~1,159~~
~~Cambridge Science Park (Existing commitments)~~	~~5,060~~				~~**5,060**~~		~~5,060~~

~~Chesterton Sidings~~	~~3,800~~	~~5,000~~			~~**8,800**~~		~~8,800~~
~~St Johns Innovation Park~~							
~~Trinity Hall Farm Industrial Estate~~							
~~Nuffield Road Industrial Estate~~							
~~Cowley Road Industrial Estate~~		~~6,000~~	~~7,000~~	~~4,500~~	~~**17,500**~~		~~17,500~~
~~Merlin Place~~							
~~Milton Rd Car Garage~~							
~~Cambridge Regional College~~							
~~Total~~	~~8,860~~	~~12,159~~	~~7,000~~	~~4,500~~	~~**32,519**~~		~~32,519~~

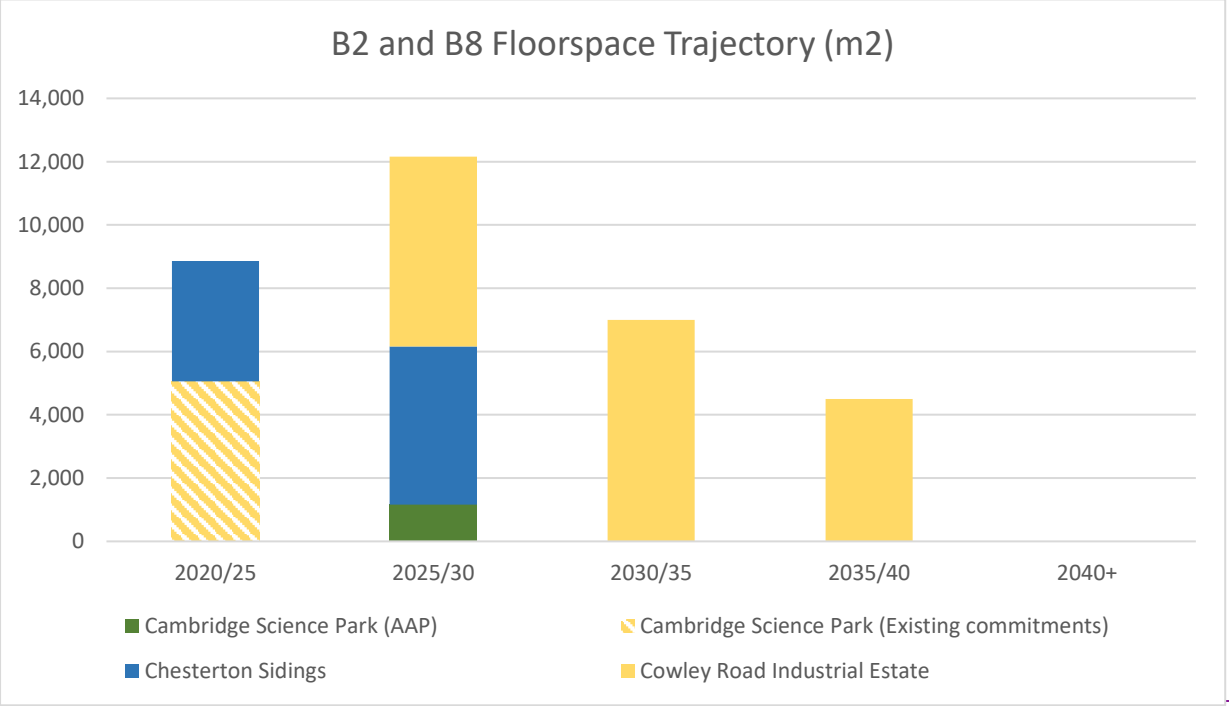


Fig 44: Table showing Net additional Residential units

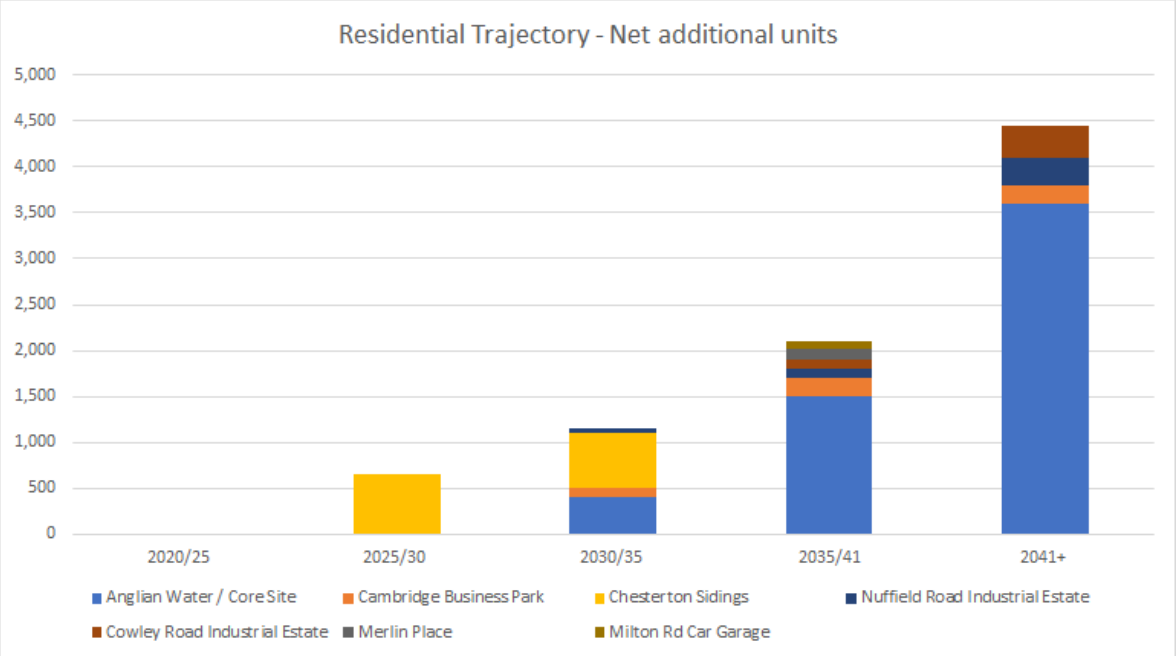


Fig 45: Graph showing Residential Trajectory in Net additional units

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

~~Anticipated delivery programme~~

~~The anticipated delivery programme has been prepared based on engagement with landowners and developers, evidence base documents and a number of development assumptions. It will be informed at a later date by a Relocation Strategy, North East Cambridge Infrastructure Delivery Plan, other emerging evidence base documents and on-going engagement with stakeholders and partners. At this stage, the Councils are not advocating this programme but are inviting comment on the assumptions set out.~~

~~**Development area**~~	~~**2020 to 2025**~~
~~Anglian Water / Cambridge City Council site~~	~~Decommission of the Waste Water Treatment Plant~~ ~~3,500m^2 business floorspace completed~~
~~Cambridge Business Park~~	~~22,800m^2 business floorspace completed~~

~~Cambridge Science Park~~	~~8,000m^2 business floorspace completed~~ ~~Existing consented development completed, including Trinity Hub~~
~~Chesterton Sidings~~	~~14,500m^2 business floorspace completed~~ ~~New industrial and storage/distribution development completed adjacent to Aggregates Railheads~~ ~~Completion of Station Place Open Space~~ ~~Shops to open with Station Approach Local Centre~~ ~~Existing consented development completed, including hotel and office scheme at Cambridge North Station~~
~~St Johns Innovation Park~~	~~9,300m^2 business floorspace completed~~
~~Trinity Hall Farm Industrial Estate~~	~~1,500m^2 business floorspace completed~~
~~Nuffield Road Industrial Estate~~	
~~Cowley Road Industrial Estate~~	~~Existing consented development completed~~
~~Merlin Place~~	
~~Milton Rd Car Garage~~	
~~Cambridge Regional College~~	
~~Off-site~~	~~Waterbeach Greenway complete (Phase 1)~~ ~~Chisholm Trail complete~~ ~~Mere Way Cycle Route complete~~

~~**Development area**~~	~~**2025 to 2030**~~
~~Anglian Water / Cambridge City Council site~~	~~Removal of the Waste Water Treatment Plant~~ ~~2,250 homes completed~~

	~~First shops to be completed in the District Centre (north)~~ ~~Green High Street Open Space (Phase 1)~~ ~~4,700m^2 business floorspace complete~~ ~~Community centre and library within District Centre opens~~ ~~District Centre primary school opens~~ ~~New Linear Park (Phase 1)~~ ~~Green Bridge over Milton Road at Cambridge Science Park junction~~
~~Cambridge Business Park~~	~~First shops to open within the District Centre (south)~~ ~~22,800m^2 business floorspace completed~~ ~~New Guided Busway stop complete~~
~~Cambridge Science Park~~	~~Cambridge Science Park Local Centre completed~~ ~~17,500m^2 business floorspace completed~~ ~~New last mile delivery hub completed within Local Centre~~ ~~100m^2 of community/cultural floorspace completed within Local Centre~~ ~~New access provided onto Guided Busway and Garry Drive and Science Park Brook/Open Space completed~~ ~~Green Bridge over Milton Road at Cambridge Science Park junction~~
~~Chesterton Sidings~~	~~Completion of Station Approach Local Centre~~ ~~21,800m^2 business floorspace completed~~

	~~Further industrial and storage/distribution development completed adjacent to Aggregates Railheads~~ ~~365 homes completed~~ ~~100m^2 of community/cultural floorspace completed within Local Centre~~
~~St Johns Innovation Park~~	~~7,000m^2 business floorspace completed~~
~~Trinity Hall Farm Industrial Estate~~	
~~Nuffield Road Industrial Estate~~	
~~Cowley Road Industrial Estate~~	~~6,000m^2 new industrial and storage/distribution development completed~~
~~Merlin Place~~	
~~Milton Rd Car Garage~~	
~~Cambridge Regional College~~	
~~Off-site~~	~~A14 underpass to Milton Country Park / Waterbeach Greenway (Phase 2)~~ ~~A14 noise barrier~~ ~~Milton Road Corridor complete~~ ~~Waterbeach Public Transport Corridor complete~~

~~**Development area**~~	~~**2030 to 2035**~~
~~Anglian Water / Cambridge City Council site~~	~~Northern side of District Centre complete~~ ~~Green High Street Open Space (Phase 2)~~ ~~2,129 homes completed~~ ~~7,000m2 business floorspace completed~~

	~~Cultural facility within District Centre opens~~ ~~Cowley Road Neighbourhood Centre primary school opens~~ ~~New Linear Park (Phase 2)~~ ~~New Cowley Triangle Open Space~~
~~Cambridge Business Park~~	~~Southern side of District Centre complete~~ ~~500 homes complete~~ ~~22,800m^2 business floorspace completed~~
~~Cambridge Science Park~~	~~16,500m^2 business floorspace completed~~ ~~New Milton Road underpass complete~~
~~Chesterton Sidings~~	~~365 homes completed~~ ~~Cambridge Autonomous Metro to serve North East Cambridge~~
~~St Johns Innovation Park~~	~~9,400m^2 business floorspace completed~~ ~~New Milton Road underpass complete~~
~~Trinity Hall Farm Industrial Estate~~	
~~Nuffield Road Industrial Estate~~	~~275 homes completed~~
~~Cowley Road Industrial Estate~~	~~250 homes completed~~ ~~6,000m^2 new industrial and storage/distribution development completed~~
~~Merlin Place~~	
~~Milton Rd Car Garage~~	
~~Cambridge Regional College~~	
~~Off-site~~	~~New bridge into Chesterton Fen~~

	~~Chesterton Fen Open Space~~ ~~Dualling of the A10~~

~~**Development area**~~	~~**2035 to 2040**~~
~~Anglian Water / Cambridge City Council site~~	~~1,122 homes completed~~ ~~8,100m^2 of business floorspace completed~~ ~~Third primary school opens~~ ~~Secondary school opens (if required)~~ ~~New Linear Park (Phase 3)~~
~~Cambridge Business Park~~	
~~Cambridge Science Park~~	~~28,700m^2 business floorspace completed~~
~~Chesterton Sidings~~	
~~St Johns Innovation Park~~	~~9,400m^2 business floorspace completed~~
~~Trinity Hall Farm Industrial Estate~~	
~~Nuffield Road Industrial Estate~~	~~275 homes completed~~
~~Cowley Road Industrial Estate~~	~~250 homes completed~~ ~~4,500m^2 new industrial and storage/distribution development completed~~
~~Merlin Place~~	~~120 homes completed~~
~~Milton Rd Car Garage~~	~~100 homes completed~~
~~Cambridge Regional College~~	
~~Off-site~~	

~~Development area~~	~~Beyond the Plan period~~
~~Anglian Water / Cambridge City Council site~~	
~~Cambridge Business Park~~	
~~Cambridge Science Park~~	~~13,000m^2 business floorspace completed~~
~~Chesterton Sidings~~	~~Off-site relocation and redevelopment of Aggregate Railheads~~ ~~239 homes completed at former Aggregate Railheads site~~
~~St Johns Innovation Park~~	~~4,700m^2 business floorspace completed~~
~~Trinity Hall Farm Industrial Estate~~	
~~Nuffield Road Industrial Estate~~	~~110 homes completed~~
~~Cowley Road Industrial Estate~~	
~~Merlin Place~~	
~~Milton Rd Car Garage~~	
~~Cambridge Regional College~~	
~~Off-site~~	

~~7.10~~8.10 Monitoring

When this Area Action Plan has been adopted, it will be important to ensure that the policies outlined in this document are meeting the vision outlined for North East Cambridge and its stated strategic objectives. ~~This means examining the targets set in each policy and whether they are being achieved according to the stated monitoring indicator. Monitoring will also assess whether the assumptions behind the policies are still relevant and valid, and this will change due to new evidence. The planning authority~~ The local planning authorities will therefore follow the progress of the policies contained within the Area Action Plan by monitoring how successfully the objectives are being achieved.

A monitoring framework for the Area Action Plan ~~will be detailed~~has been created to establish the indicators and targets that will be used to monitor its progress. ~~These will, where possible, be the same as those already used within the statutory Authority Monitoring Report for the South Cambridgeshire Local Plan and the Cambridge Local Plan. However, there will~~It also ~~be some more locally specific indicators and~~sets out the actions that could be taken if targets~~. The monitoring framework will be drawn from the sustainability indicators and targets outlined in the sustainability appraisal.~~ are not being achieved.

The framework will be used to monitor the Area Action Plan annually, and the results will be reported in the Authority Monitoring Report for Greater Cambridge. ~~If the monitoring indicates that a change is required, some changes to the Area Action Plan could be enacted to ensure that the strategic objectives supporting the vision are achieved.~~

Draft monitoring framework

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
~~**A** spatial framework for North East Cambridge~~					
NEC1	Progress of Development ~~should support the vision statement and strategic objectives~~at North East Cambridge	Policy 1: A comprehensive approach at North East Cambridge	~~Monitoring of policies below~~To deliver mixed use development at North East Cambridge reflecting policies in the Area Action Plan.	Trigger: • [No specific trigger] • Contextual indicator, which is essentially the sum of all other indicators Action: • [No specific action]	This indicator will be reported on by a paragraph describing overall progress of the plan by reference to other indicators and activity
~~**Climate change, water and biodiversity**~~					

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
NEC2	Percentage of permissions meeting the net zero carbon buildings requirements	~~All development to support~~Policy 2: Designing for the ~~two Councils'~~ climate emergency ~~declarations by delivering sustainable construction.~~	That all development proposals for all new dwellings and new non-residential buildings meet the policy standards.	Trigger: • For monitoring purposes a notional level of 20% or more of planning permissions permitted in a year without a condition requiring a sustainability statement and energy statement Action: Review the circumstances that led to the trigger being met, and then take action as appropriate which may include: • Review Development Management processes.	~~An increase in the number of non-residential completions delivered at BREEAM 'excellent'/'outstanding' with maximum credits for water consumption;~~• Annual review of major planning permissions as part of AMR • Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council • Note: the monitoring system for this indicator still needs to be developed
~~Policy 3: Energy and associated infrastructure~~		~~Delivery of zero carbon site wide infrastructure plan~~	~~Installed capacity of renewable and low carbon energy~~		

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
			~~alongside storage capacity and ev charge point capacity~~ ~~Amount of additional grid capacity required~~		
NEC3	~~Developments to be water efficient, design out flood risk, and increase sustainable drainage.~~Percentage of permissions where the condition of securing the water efficiency policy standards have been met (for residential and non-residential)	Policy 4a: Water efficiency	~~An increase in the number of~~That all development proposals (residential and non-residential ~~completions delivered with~~) meet the policy standards for water efficiency. Residential developments must achieve efficiency standards equivalent to 80 litres per person per day. Non-residential buildings to achieve maximum BREEAM credits for water ~~consumption;~~ ~~All new residential completions will be designed to achieve water consumption~~	Trigger: • For monitoring purposes a notional level of 20% or more of planning permissions granted for residential or non-residential development permitted in a year without a condition applied relating to water efficiency. Action: Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:	• Annual review of major planning permissions as part of AMR • Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
			~~levels of no more than 110 litres/person/day moving towards 80 litres/person/day~~use (Wat 01)	• Review Development Management processes.	

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
NEC4	Percentage of permissions contrary to EA advice	Policy 4c: Flood Risk and Sustainable Drainage	No planning permissions granted where the Environment Agency initially objected on water quality grounds without appropriate conditions.	Trigger: • One or more developments granted planning permission in a year against the advice of the Environment Agency, without appropriate conditions and / or a satisfactory flood risk assessment. Action: Review the circumstances that led to the trigger being met, and then take action as appropriate which may include: • Review Development Management processes.	Data compiled using (i) information published by the Environment Agency, (ii) information submitted with planning applications and delegation or committee reports, and (iii) conditions imposed on planning permissions. Annual.
~~Policy 4c: Flood Risk and Sustainable Drainage~~					

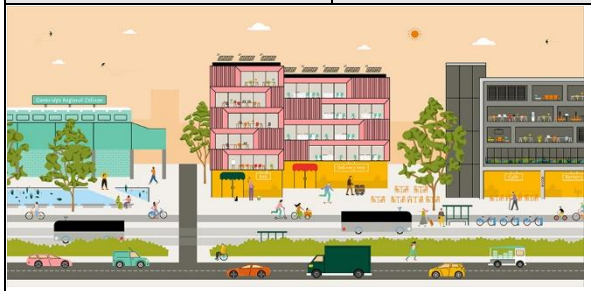
Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
NEC5	Percentage of permissions that set out how they will achieve 20% biodiversity net gain	Policy 5: Biodiversity and Net Gain	~~Deliver~~Delivery a minimum of ~~10~~20% net gain in biodiversity value (on-site and off-site)	~~Site wide and landowner parcel Biodiversity Net Gain from the 2020 baseline~~ ~~Biodiversity Net Gain and habitat improvements to Chesterton Fen from the 2020 baseline~~ ~~Biodiversity enhancements to City and County Wildlife Sites~~ Trigger: • For monitoring purposes a notional level of 20% or more of planning permissions granted for residential or non-residential development without securing	• Annual review of major planning permissions as part of AMR • Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
				20% Biodiversity Net Gain. Action: Review the circumstances that led to the trigger being met, and then take action as appropriate which may include: • Review Development Management processes.	
~~**Design and built character**~~					
~~Policy 6a: Distinctive design for North East Cambridge~~		~~Ensuring design quality of new buildings and creating principles for mixed use buildings.~~	~~Number of awards (shortlisted, finalist, winner) received~~ ~~Positive recommendations made to Planning Committee~~ ~~Floorspace approved~~		
~~Policy 6b: Design of mixed-use buildings~~					

Indicator Number		Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
NEC6	~~Streets to be welcoming places that conform to the strategic layout for key pedestrian and cycle routes of spatial framework~~	Number of ~~new trees planted (net increase)~~ ~~Number and amount (m2) of new public space delivered~~schemes reviewed by Greater Cambridge Design Review Panel	Policy 6a: Distinctive design for North East Cambridge	All major schemes reviewed by the Greater Cambridge Design Review Panel	Trigger: • Lack of schemes being brought to Greater Cambridge Design Review Panel Action: • Review with Greater Cambridge Design Review Panel officers	Greater Cambridge Design Review Panel Annual Report
NEC7		~~Provision~~Amount of new open ~~space in line with spatial framework~~spaces permitted (Ha)	Policy 8: Open spaces for recreation and sport	~~Monitor the amount and type of new and retained~~• 22.54 hectares net additional informal open space ~~within North East Cambridge.~~ ~~Update to the Councils' Open Space and Recreation Strategy.~~ ~~Additional specific strategies~~delivered •5.04 hectares net additional provision for ~~different types of open~~	Trigger: • Significant shortfall in open space delivered Action: • Review development management process	Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
			~~spaces may also be commissioned on a four to five year basis.~~ ~~Open~~children and teenagers play space delivered ~~in relation to spatial framework~~ ~~Open space usage with survey~~		
~~Policy 9: Density, heights, scale and massing~~		~~Densities and building heights should not exceed those identified as part of spatial framework~~	~~Number of awards (shortlisted, finalist, winner) received~~ ~~Positive recommendations made to Planning Committee~~ ~~Floorspace approved~~		

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
NEC8	Development in line with spatial framework	~~North East Cambridge~~Policy 10a: North East Cambridge Centres Policy 10b: District Centre Policy 10c: Science Park Local Centre Policy 10d: Station Approach Policy 10e: Cowley Road and Greenway Local Centres	~~Establishment of distinct character areas in across the Area Action Plan.~~See policies 12, 13a and 13b. Housing and employment policies will be monitored at the AAP scale	~~Employment floorspace consented and delivered per centre~~ ~~Residential units consented and delivered per centre~~ ~~Retail floorspace consented and delivered per centre~~ ~~Community and cultural floorspace consented and delivered per centre~~	Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council
~~Policy 10b: District Centre~~					

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
 ~~Figure 26: Illustration of the design vision for the Science Park Local Centre~~ ~~Policy 10c: Science Park Local Centre~~					
~~Policy 10d: Station Approach~~					
~~Policy 10e: Cowley Road Neighbourhood Centre~~					
NEC9	~~Inclusion of private amenity for new homes, maximising design quality, and provision of wheelchair accessible homes.~~	~~Percentage of homes meeting minimum private amenity standards~~ ~~Percentage of homes incorporating dual aspect~~ Percentage of wheelchair	Policy 11: Housing design standards	5% of all new build homes should meet Building Regulation requirement M4(3) 'Wheelchair User Dwellings'	Trigger: •Schemes consistently delivering less than 5% of new build homes to M4(3) standard Action: • Review development	Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
	accessible homes permitted			management process	
NEC10	Amount of new employment floorspace permitted and completed by type (gross and net)	Policy 12a: Business	Up to 188,500m2 net additional business (Class E(g)) floorspace permitted and completed	Trigger: • Lack of progress in site delivery Action: • Discuss progress with developers/ agents to identify issues and necessary interventions	Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council
NEC11	Availability of industrial land measured through no overall net loss of industrial and warehouse floorspace (B2 and B8).~~Intensification of employment floorspace and~~	Policy 12b: Industry	~~Availability of industrial land measured through~~ No overall net loss of permitted and completed industrial and warehouse floorspace (B2 and B8~~).~~ ~~Amount of new employment floorspace~~	Trigger: • Lack of progress in comparison with target Action: • Discuss progress with developers/ agents to identify issues and	Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
	~~consolidation of industrial floorspace with no net loss~~		~~permitted and delivered (gross and net)~~ ~~Number of new businesses registered~~)	necessary interventions	
NEC12	Net additional homes permitted and completed	Policy 13a: Housing	Make provision for approximately 8,350 dwellings in accordance with the Area Action Plan Spatial Framework and the Land Use Figure	Trigger: • Lack of progress in comparison with annually published housing trajectory Action: • review development management process	Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
NEC13	Number of affordable homes permitted and completed	Policy 13b: Affordable housing	At least 40% of all new homes within the area to be delivered as affordable housing	Trigger: • Lack of progress in comparison with target Action: • review development management process including viability assessments	Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
NEC14	Percentage of affordable homes by tenure permitted and completed	~~Establishing high quality~~Policy 13b: Affordable housing ~~that fulfils local needs.~~	~~Net additional homes~~ ~~Number of affordable homes delivered on-site~~ ~~Net additional homes by district~~ ~~Range of homes delivered~~ ~~Number of homes delivered for local workers~~ ~~Net additional Build to Rent dwellings~~ ~~Proportion of Build to Rent dwellings that are affordable~~ ~~Financial contributions secured and received towards off-site affordable housing~~	Trigger: • Lack of progress in comparison with target Action: • review development management process	Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
			~~Number of custom finished homes delivered on-site~~ ~~Number of visitor accommodation units provided on-site~~Within the affordable housing secured, the following proportions of each affordable housing tenure should be provided: i. 25% First Homes, ii. 55% affordable rent homes, iii. 5% social rent homes, and iv. 15% shared ownership homes or other forms of affordable home ownership as appropriate. Affordable Private Rent homes should be provided within Build to Rent developments, as		

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
			set out in Policy 13c: Build to Rent.		
~~Policy 13b: Affordable housing~~					

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
NEC15	Monitor housing mix by no. bedrooms	Policy 13a: Housing	~~Policy 13c: Housing for local workers~~Proposals should secure an appropriate mix of housing on site and contribute to the creation of inclusive, mixed and balanced communities. 'Appropriate' should be justified by reference to the councils' latest evidence on housing need as set out in the Joint Greater Cambridge Housing Strategy 2019-2023, including additional and Annexes (2021) (or any future updates), the Housing Needs of Specific Groups study (2021) or any other evidence of housing need published or endorsed by the Councils, and the housing mix set out in the AAP.	Trigger: • Housing mix significantly different than that set out in the AAP without justification Action: • review development management process • review policy	Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
NEC16	Net additional Build to Rent dwellings permitted and completed	Policy 13c: Build to Rent	No more than 10% of the total homes permitted across the Area Action Plan area as identified in Policy 13a: Housing should be Build to Rent	Trigger: • Built To Rent homes comprise more than 10% of total permitted homes Action: • review development management process • review policy	Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council
NEC17	Proportion of Build to Rent dwellings permitted and completed that are classified as affordable rent	Policy 13c: Build to Rent	Build To Rent permissions should include a minimum of 20% Affordable Private Rent homes	Trigger: • Built To Rent permissions include less than 20% Affordable Private Rent Action: • review development management process including viability assessments • review policy	Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
NEC18	Number of self and custom build homes permitted on-site	Policy 13e: Custom	On residential developments of 20 dwellings or more, 5% of all new homes should be brought forward as self or custom build homes	Trigger: • Self and custom build permissions less than 5% of all dwellings on schemes of 20 dwellings or more over a 5-year period Action: • review development management process including demand for self and custom build	Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council
NEC19	Monitoring C1 (Hotels)	Policy 13f: Short term/corporate lets and visitor accommodation	No target	N/A - this a contextual indicator where the amount of C1 use permitted and committed will be monitored. C1 use will be monitored both in terms of floorspace and bedrooms	Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council

Indicator Number		Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
NEC20	~~Provision of new school capacity, retention of existing sports facilities, and provision of new community, leisure and cultural uses.~~	~~Catchment secondary school provision/capacity~~ ~~Monitor the~~ Amount of net floorspace for D1 and sui generis uses permitted and completed that fulfil a community or leisure use. ~~Additional specific strategies for different types of formal sports may also be updated to monitor their delivery.~~	Policy 14: Social, community and cultural Infrastructure	1) Satisfactory progress in the delivery of the minimum required on-site social, community and cultural infrastructure provision, specifically: • 2 primary schools (inclusive of nursery provision), plus one safeguarded at Greenway Local Centre if needed to meet future needs • Visual and performing arts hub (including production studios, gallery/museum and theatre/community conference space) • Community garden and food growing spaces • Library and community centre • Health hub	Trigger: • Lack of progress in delivering social, community and cultural infrastructure Action: • review development management process	• Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council including monitoring commitments and completions of appropriate F1, F2 and sui generis uses • Annual review of major planning permissions as part of AMR

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
NEC21	Amount of new retail and other town centres floorspace permitted and completed by type (gross and net)	~~Balanced provision of~~Policy 15: Shops and local services ~~across the Area Action Plan area in designated district centres~~	~~Monitor the balance of~~Up to: • 3,200m2 net additional convenience retail floorspace~~, both committed and completed for the three categories: Convenience, Comparison, and~~ • 2,700m2 net additional comparison retail floorspace • 6,700m2 net additional other town centre uses~~, in each centre.~~ floorspace	Trigger: • Lack of progress in comparison with target Action: • Discuss progress with developers/ agents to identify issues and necessary interventions	• Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council including monitoring commitments and completions of appropriate E uses and other appropriate town centre uses
~~**Connectivity**~~					
~~Policy 16: Sustainable Connectivity~~		~~Ensuring sustainable travel is the default option for residents and workers~~	~~Modal share for pedestrian, cycle, public transport users~~		
~~Policy 17: Connecting to the wider network~~		~~Developers required to contribute to new and improved connections for~~	~~Number of new crossing points~~		

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
		~~non-motorised users~~			
NEC22	Number of cycle parking spaces in permitted schemes (residential and non-residential)	Policy 18: Cycle Parking	Cycle parking to be provided in excess of the minimum standards set of the adopted Cambridge Local Plan (2018). At least 5-10% of cycle parking provision should be designed to accommodate non-standard cycles.	Trigger Any permission granted with less than the minimum policy requirement for cycle parking. Action Review the Development Management process	Data compiled by reviewing number of cycle ~~parking spaces provided for standard cycles and non-standard cycles~~ ~~Number of cycle maintenance facilities provided~~stands in each permission granted annually. Annually
NEC23	Number of passenger journeys starting and ending at Cambridge North Station	Policy 19: Safeguarding for Public Transport	~~Three locations to provide passive provision for new metro system~~Contextual indicator, to provide information on the level of use of Cambridge North Station.	~~Modal share for public transport users~~ ~~Number of mobility hubs provided~~Trigger: • [No specific trigger] • Contextual indicator, to provide information on the implementation of policies to inform	Data on exits and entries of station compiled annually by the Office of Rail and Road

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
				Local Plan review. Action: • [No specific action]	
NEC24	Passenger numbers on the Guided Busway	Policy 19: Safeguarding for Public Transport	Contextual indicator, to provide information on the level of use of the Guided Busway	Trigger: • [No specific trigger] • Contextual indicator, to provide information on the implementation of policies to inform Local Plan review. Action: • [No specific action]	Cambridgeshire County Council traffic monitoring published annually

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
NEC25	Number of delivery hubs permitted and completed	Policy 20: Last mile deliveries	~~Planning permission will be granted for~~Up to 2 delivery ~~hubs up to 1,500m2,~~ and consolidation hubs of ~~deliveries promoted for last mile deliveries to occur via electric vehicle or cycle courier~~ up to 1,500m2 each	~~Number of delivery hubs provided~~ ~~Mode share of delivery trips~~Trigger: • No progress in delivering hubs Action: • Work with landowners and developers to bring forward a delivery hub.	Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council
~~Policy 21: Street hierarchy~~		~~Three different street types to promote sustainable travel~~	~~Number of vehicles using primary and secondary streets~~ ~~Number of cars parking in undesignated places~~		

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
NEC26	Compliance with the Trip Budget	Policy 22: Managing motorised vehicles	• The maximum vehicular trip budget for the Area Action Plan area on to Milton Road is: • AM Peak: 3,900 two-way trips • PM Peak: 3,000 two-way trips For access on to Kings Hedges Road, the maximum vehicle trip budget is: • AM Peak: 780 two-way trips • PM Peak: 754 two-way trips ~~maximum total provision of 4,800 employment related parking spaces accessed from Milton Road, and a further maximum of 1,160 accessed from Kings Hedges Road. For residential uses, a~~	Trigger: • Any non-compliance with the trip budget Action: • Work with landowners and developers to address the non-compliance	~~Number of vehicular trips to / from North East Cambridge~~ ~~Number of car parking spaces provided within North East Cambridge~~ ~~Number of vehicles parking in adjoining streets within 2km radius~~Monitoring data from Cambridgeshire County Council (secured through planning obligation) - monitored annually

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
			~~maximum site-wide parking standard of 0.5 spaces per household.~~		
~~**Development process**~~					
NEC27	Number of car parking spaces in permitted schemes (residential and non-residential)	Policy 22: Managing motorised vehicles	The maximum total provision of 4,800 employment related parking spaces accessed from Milton Road, and a further maximum of 1,160 accessed from Kings Hedges Road. For residential uses, a maximum site-wide parking standard of 0.5 spaces per household.	~~Coherent development where different land ownerships relate to each other and contribute to delivery of site objectives~~Trigger Any permission granted for residential development which exceeds 0.5 spaces per household. Action Review the development	~~Masterplans to accompany planning submissions~~Data compiled by reviewing the ratio of car parking spaces to residential units in each permission granted annually. Annually

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
				management process,	
~~Policy 24a: Land Assembly~~ ~~Policy 24b: Relocation~~		~~Use of compulsory purchase powers if required to fulfil Area Action Plan objectives in public interest. Relocation of industrial floorspace to support consolidation and vision~~	~~Availability of industrial land measured through no overall net loss of industrial and warehouse floorspace (B2 and B8).~~		
~~Policy 25: Environmental Protection~~		~~Good quality environmental health across North East Cambridge~~	~~Biodiversity net gain~~		

Indicator Number	Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
~~Policy 26: Aggregates and waste sites~~		~~Maintain aggregates facility in North East Cambridge, relocate the Veolia Waste Transfer Station, and create buffer of industrial uses around aggregates~~	~~Continued provision and mitigation of impacts~~		
NEC28	~~Finance early delivery of infrastructure, secure affordable housing, and mitigate impacts of development~~Securing of s106 contributions	Policy 27: Planning Contributions	~~Delivery~~Contextual indicator, to provide information regarding securing of ~~affordable homes~~ ~~Delivery of infrastructure~~necessary facilities and / or contributions to support all new development.	Trigger: • [No specific trigger] • Contextual indicator, to provide information on the implementation of policies to inform success of policies in the AAP. Action: • [No specific action]	• Monitoring of contributions secured through s106 agreements and CIL compiled by South Cambridgeshire District Council and Cambridgeshire County Council. - annually

Indicator Number		Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
NEC29		~~The delivery of services and amenities on a temporary basis to support placemaking aims~~Meanwhile use permissions granted	Policy 28 – Meanwhile uses	~~Numbers of different land uses permitted~~Temporary planning permissions for meanwhile uses are granted where they meet other required standards such as accessibility and cycle parking	Contextual indicator	• Annual survey of planning applications with Research & Monitoring Team at Cambridgeshire County Council • Note: the monitoring system for this indicator still needs to be developed
NEC30	~~Increased local participation in workforce and increased opportunities for upskilling and training for local people.~~	~~Developer contributions collected for skills and training (from S106)~~ Number of Employment and Skills Plan secured through S106 agreements ~~Developers should provide monitoring reports of implementation of their ESP~~	Policy 29 - Employment and Training	Permissions for development over 1000m2 commercial floorspace or 20 dwellings will be accompanied by an Employment and Skills Plan (ESP)	Trigger: • Permissions do not include an Employment and Skills Plan Action: • Review development management process • Review policy	Annual review of major planning permissions as part of AMR

Indicator Number		Monitoring indicator	Policy	Target	Triggers and Actions	Data source and Frequency of Monitoring ~~indicator~~
		~~Employment land take-up~~ ~~Working age population~~				
NEC31		Percentage of eligible developments where Digital Infrastructure and Open Innovation Strategies were secured	~~Development that supports open innovation and the development of~~Policy 30: Digital infrastructure and open innovation	Major developments must submit a Digital Infrastructure and Open Innovation Strategy.	Trigger: • Any major permissions do not include a Digital Infrastructure and Open Innovation Strategy Action: • Review development management process	~~Delivery~~Annual review of ~~smart buildings~~major planning permissions as ~~defined by policy~~ ~~Delivery~~part of ~~smart street furniture as defined by policy~~ ~~Delivery of future mobility experiments~~ ~~Council collation of open data~~AMR

~~7.11~~8.11 Appendices, Acronyms and Glossary

Acronyms and Glossary~~:~~ of Terms

Acronyms

AAP Area Action Plan
API Application Programme Interface
BREEAM Building Research Establishment Environmental Assessment Method
BTR Build to Rent
CEMP Construction Environmental Management Plan
CIBSE Chartered Institution of Building Services Engineers
EV Electric Vehicles
GCP Greater Cambridge Partnership
HIA Health Impact Assessment
HIF Housing Infrastructure Fund
LNR Local Nature Reserve
LVIA Landscape and Visual Impact Assessment
MHCLG Ministry of Housing, Communities and Local Government
NHS National Health Service
NPPF National Planning Policy Framework
PRS Private Rented Sector
R&D Research and Development
RICS Royal Institution of Chartered Surveyors
S106 Section 106
SA/SEA Sustainability Appraisal/Strategic Environmental Assessment
SPD Supplementary Planning Document
SuDS Sustainable drainage systems

Glossary of Terms

Aggregates: Aggregates take a number of different forms. Primary Aggregates include naturally occurring sand, gravel and crushed rock typically used for a variety of construction and manufacturing purposes. Recycled Aggregates are typically

produced from construction and demolition wastes. Secondary Aggregates are aggregates typically derived from a range of industrial and mineral wastes such as power station ash, glass, and mineral site spoils.

Affordable Housing: Housing for sale or rent for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is essential for local workers). Eligibility is determined using local incomes and local house prices.

Agent of Change Principle: The principle places the responsibility of mitigating the impact of nuisances (including noise) from existing nuisance generating uses on proposed new development close by, thereby ensuring that residents and users of the new development are protected from nuisances, and existing uses are protected from nuisance complaints. Similarly, any new nuisance-generating development will need to put in place measures to mitigate noise impacts on existing development close by.

Amenity: Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.

Apart-hotel: Self-contained hotel accommodation (C1 Use Class) that provides short-term occupancy purchased at a nightly rate with no deposit against damages. This will usually include concierge and room service, and include formal procedures for checking in and out.

Area action plan (AAP): A local plan document setting out policy and proposals for a specific area.

Battery storage: An energy storage system that captures energy produced to be ~~added~~uses at another time. They are suitable for a range of applications, including vehicles and buildings.

Biodiversity: The variety of life in all its forms. This includes the plant and animal species that make up our wildlife and the habitats in which they live.

Biodiversity Net Gain: Is a requirement of the NPPF and Environment Bill 2020 that seeks to ensure new development minimise losses of biodiversity, helps to restore ecological networks, and provides an overall increase in natural habitat and ecological features.

Brownfield land: See 'Previously Developed Land'.

Building Research Establishment Environmental Assessment Method (BREEAM): BREEAM is a set of standards for measuring the environmental

performance of a range of new and existing building types. It covers energy and water performance, construction materials, waste, ecology, pollution and health. Under this scheme, buildings that meet the standards are rated either 'pass', 'good', 'very good', 'excellent' or 'outstanding'.

Brownfield land: See 'Previously Developed Land'.

Build to Rent (BTR): Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.

Building density: Building density is the "floor area ratio" – the ratio of built floor area to land area. This is the most widely used measure for limiting the bulk of development on any given plot of land.

Cambridge Cluster: Refers to the 1,400+ technology, biotechnology, services providers and 22 North East Cambridge Area Action Plan - Issues and Options 2019 Term Definition support companies and organisations comprising more than 40,000 people employed by these in the Cambridge region.

Cambridgeshire & Peterborough Combined Authority: Made up of representatives from eight organisations. These are Cambridge City Council, Cambridgeshire County Council, East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, Peterborough City Council, South Cambridgeshire District Council and The Business Board. The Combined Authority is held to account by several committees made up of representatives from partner local authorities. The Authority is led by Mayor, Dr Nik Johnson, who was elected in 2021. www.cambridgeshirepeterborough-ca.gov.uk

Cambridgeshire and Peterborough Minerals and Waste Local Plan: Comprises the Minerals and Waste Local Plan and Policies Map adopted by Cambridgeshire County and Peterborough City Councils (2021).

Car Barn: A multi-storey car park which is positioned on the edge of a district/ neighbourhood in order to reduce the number of vehicles using residential streets. Can be designed so that they complement their local environment.

Car Club: Car club is a membership scheme that offers people use of a car on a pay-as-you-go basis.

Circular economy: An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'.

City Wildlife Site (CWS): A non-statutory designation for sites of nature conservation interest within an urban environment.

Climate change adaptation: Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Cluster: Concentrations of companies in related activities, recognisable suppliers, service providers and institutions, which are cooperating, competing and collaborating to build competitive advantage, often across traditional sector boundaries. Such concentrations often depend on access to specialist skills and infrastructure within a specific area.

Connectivity: Connectivity describes the extent to which urban forms permit (or restrict) movement of people or vehicles in different directions. Permeability is generally considered a positive attribute of an urban design, as it permits ease of movement and avoids severing neighbourhoods. Urban forms which lack permeability, e.g. those severed by arterial roads, or with many long cul-de-sacs, are considered to discourage movement on foot and encourage longer journeys by car.

Construction Environmental Management Plan (CEMP): Outlines how a construction project will avoid, minimise or mitigate effects on the environment and surrounding area. CEMP will often detail the implementation of measures in accordance with environmental commitments outlined in; an Environmental Statement, Policy requirements, requirements of planning conditions, planning obligations, or other legislative requirements.

County Wildlife Site (CWS): A non-statutory designation for sites of local importance for nature conservation interest.

Decentralised Energy: Local renewable and local low-carbon energy sources.

Delivery hubs: Delivery hubs help consolidate deliveries into a smaller number of vehicles which can help reduce vehicle traffic and enable the onwards last mile delivery by cargo-bike or electric vehicle.

Design and access statement: A statement that accompanies a planning application to explain the design principles and concepts that have informed the development and how access issues have been dealt with. The access element of the statement should demonstrate how the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development and how inclusion will be maintained and managed.

Design Code: A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

Development: This refers to development in its widest sense, including buildings, and in streets, spaces and places. It also refers to both redevelopment, including refurbishment, as well as new development.

Digital infrastructure: Infrastructure, such as small cell antenna and ducts for cables, that supports fixed and mobile connectivity and therefore underpins smart technologies.

District centre: A group of shops, separate from the town centre, usually containing at least one food supermarket or superstore, and non-retail services such as banks, building societies and restaurants; boundaries are defined on the Cambridge policies map.

District heat networks: District heating is a system for distributing heat generated in a centralised location for residential and commercial heating requirements. The heat is often obtained from a co-generation plant burning fossil fuels but increasingly biomass, although heat-only boiler stations, geothermal heating and central solar heating are also used, as well as nuclear power.

East West Rail: The East West Rail scheme will re-establish a rail link between Cambridge and Oxford to improve connections between East Anglia and central, southern and western England. The central section will link Bedford to Cambridge. Further information is available on the East West Rail company website: https://eastwestrail.co.uk/

Energy masterplanning: Spatial and strategic planning that identifies and develops opportunities for decentralised energy and the associated technical, financial and legal considerations that provide the basis for project delivery.

First Homes: First Homes are a specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes. Specifically, First Homes are discounted market sale units which:

a) must be discounted by a minimum of 30% against the market value;
b) are sold to a person or persons meeting the First Homes eligibility criteria;
c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and,
d) after the discount has been applied, the first sale must be at a price no higher than £250,000.

Futureproofing: Ensuring that designs are adaptable and take account of expected future changes.

Greater Cambridge: The combined areas of Cambridge and South Cambridgeshire.

Greater Cambridge Local Plan: Refers to the join Local Plan being prepared for the Greater Cambridge area by Cambridge City Council and South Cambridgeshire District Council.

Greater Cambridge Partnership (GCP): Local delivery body for a City Deal with central Government, bringing powers and investment, worth up to £1 billion over 15 years. www.greatercambridge.org.uk

Green Belt: A statutory designation made for the purposes of: checking the unrestricted sprawl of large built-up areas; preventing neighbouring towns from merging into each other; assisting in safeguarding the countryside from encroachment; preserving the setting and special character of historic towns and assisting in urban regeneration by encouraging the recycling of derelict and other urban land. Specific Green Belt purposes have been set out for Cambridge.

Green infrastructure: Green Infrastructure is a multi-functional network of public green spaces and routes, landscapes, biodiversity and heritage. It includes a wide range of elements such as country parks, wildlife habitats, rights of way, commons and greens, nature reserves, waterways and bodies of water, and historic landscapes and monuments.

Gross Internal Area: The whole enclosed area of a building within the external walls taking each floor into account and excluding the thickness of the external walls.

Health impact assessment (HIA): A health impact assessment is a tool to appraise both positive (e.g. creation of new jobs) and negative (e.g. generation of pollution) impacts on the different affected subgroups of the population that might result from the development. Public participation is considered a major component of the process. It usually assesses a policy or proposal that does not have health improvement as a primary objective. The implementation of the development may result in intended objectives being met but may also result in consequences that are unintended and unanticipated. These unintended effects may be good or bad for people's health. An HIA is usually forward-looking (prospective) and done at a time when it is possible to change the proposed development if necessary, e.g. at the masterplanning stage.

Healthy New Towns: Healthy towns are those in which people can live and work in a safe, healthy, supportive and inclusive neighbourhood. A healthy town will ensure that people are able to enjoy the options of easy access by public transport and active travel modes (walking and cycling), to services and facilities that are relevant to them. It will also allow people to safely and easily move around their neighbourhood through high quality people focused spaces, while enjoying barrier free access to surrounding areas and to the city centre. They should have safe and easy access to a network of open spaces which meet their recreational needs to enhance health and wellbeing, as well as welcoming easily accessible communal spaces which provide opportunities for social interaction.

Hi-tech or high technology industry: Activities including production in fields which include biotechnology, chemicals, consultancy research and development, computer components and hardware, computer software, electronic systems and products, information technology, instrumentation, new materials technology, telecommunications, other forms of new manufacturing process or fields of research and other development which may be regarded as high technology uses.

Higher density: Means new residential and commercial development at a density that is higher than what is typically found in the surrounding context. It does not mean high density nor does it translate to high-rise development.

Historic environment: All aspects of the environment resulting from the interaction between people and places through tine, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. (Source: NPPF)

Housing Infrastructure Fund (HIF): A government capital grant programme to deliver new physical infrastructure to support new and existing communities and make more land available for housing in high demand areas, resulting in new additional homes that otherwise would not have been built.

Inclusive design: Inclusive design results in an environment which everyone can use, to access and benefit from the full range of opportunities available; confidently, independently, with choice and dignity, which avoids separation or segregation and is made up of places and spaces that acknowledge diversity and difference, meeting the needs of everyone in society.

Infrastructure: Includes transport, energy, water, waste, digital/smart, social and green infrastructure.

Infrastructure Delivery Plan: This will identify the infrastructure that is needed, when it is needed, and how much it costs.

Infra-technology: The integration of digital technology and infrastructure.

Landscape and Visual Impact Assessment (LVIA): process of assessing the landscape and visual effects of developments and their significance. Assessment should adhere to the Landscape Institute published 3rd edition of Guidelines for Landscape and Visual Impact Assessment (GLVIA3).

Local centre: A cluster of shops and other community facilities that satisfy local needs and are accessible on foot. Usually comprising a newsagent, a general grocery store, a sub-post office and occasionally other facilities such as a pharmacy, a public house and a hairdresser. Boundaries indicated on the policies map.

Local plan: A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

Local Planning Authority (LPA): The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority include the district council, London borough council, county council, Broads Authority, National Park Authority, the Mayor of London and a development corporation, to the extent appropriate to their responsibilities.

Local Nature Reserve (LNR): Reserves with wildlife or geological features that are of special interest locally.

Low emission vehicles: Low or ultra low emission vehicle is the term used to describe any vehicle that uses low carbon technologies and emits less than 75g of CO2/km from the tailpipe. They range from pure electric vehicles to plug-in hybrids.

Major development: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Massing: Massing is a term in architecture which refers to the perception of the general shape and form as well as size of a building.

Masterplan: A masterplan describes how proposals for a site will be implemented. The level of detail required in a masterplan will vary according to the scale at which the masterplan is produced.

Micro-mobility: Refers to a range of small, lightweight devices operating at speeds typically below 25 km/h (15mph) and is ideal for trips up to 10km. Micro-mobility devices include bicycles, E-bikes, electric scooters, electric skateboards, shared bicycles, and electric pedal assisted (pedelec) bicycles.

Mixed use developments: Development comprising two or more uses as part of the same scheme (e.g.shops on the ground floor and residential flats above). This could apply at a variety of scales from individual buildings, to a street, to a new neighbourhood or urban extension.

Mobility as a Service (MaaS): Mobility as a Service (MaaS) integrates various forms of transport services into a single mobility service accessible on demand. For the user, MaaS can offer a single application to provide access to mobility (such as public transport, ride-, car- or bike-sharing, taxi or car rental) with a single payment channel instead of multiple ticketing and payment operations. It is designed to help users meet their mobility needs and solve the inconvenient parts of individual journeys.

National Planning Policy Framework (NPPF): This document sets out national planning policies for England and the Government's requirements for the Planning System. The policies in the NPPF must be taken into account when preparing Local Plans. www.gov.uk/government/publications/national-planning-policy-framework--2

National Planning Practice Guidance (NPPG): The Government's Planning practice guidance to support the NPPF. www.gov.uk/government/collections/planning-practice-guidance

Net zero carbon: Net zero carbon means that carbon emissions cannot exceed zero. In practice, a net zero carbon target means that in addition to phasing out fossil fuels and the role of renewable energy and energy reduction measures, there is also a role for balancing a certain measured amount of carbon released with an amount of carbon offsets, through, for example, tree planting or carbon capture and storage.

Older People: People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

Open space: Areas of land not built on and water bodies such as rivers and lakes, regardless of ownership and access. These areas include parks and gardens; natural and semi-natural green spaces; green corridors; outdoor sports facilities; amenity green space; teenagers' and children's play areas; allotments and community gardens; cemeteries and churchyards; accessible countryside in urban fringe areas and civic spaces.

Optimal Development: The optimal development potential of a site concerns the balance of land uses, the quantum of development, and the achievement of satisfactory environmental and social conditions.

Passivhaus: Passivhaus buildings provide a high level of occupant comfort while using very little energy for heating and cooling. They are designed and constructed according to principles developed by the Passivhaus Institute in Germany.

Permeability: Permeability or connectivity describes the extent to which urban forms permit (or restrict) movement of people or vehicles in different directions. Permeability is generally considered a positive attribute of an urban design, as it permits ease of movement and avoids severing neighbourhoods. Urban forms which lack permeability, e.g. those severed by arterial roads, or with many long cul-de-sacs, are considered to discourage movement on foot and encourage longer journeys by car.

Permitted Development Rights: Permitted development rights are a national grant of planning permission which allow certain building works and changes of use to be carried out without having to make a planning application. Permitted development

rights are subject to conditions and limitations to control impacts and to protect local amenity.

Planning Condition: A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning Obligation: A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Previously developed land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Private Rented Sector (PRS): housing Build to Rent: Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.

Public open spaces: Any land laid out as a public garden or used for the purposes of public recreation. This means space which has unimpeded public access, and which is of a suitable size and nature for sport, active or passive recreation or children and teenagers' play. Private or shared amenity areas, for example in a development of flats, or buffer landscaped areas are not included as public open space. This definition relates to both open space provided within a development, and when considering the provision of existing open space.

Public realm: Public realm relates to all those parts of the built environment where the public has free access. It encompasses: all streets, squares, and other rights of way, whether predominantly in residential, commercial or community/civic uses; the

open spaces and parks; and the ‘public/private’ spaces where public access is unrestricted (at least during daylight hours). It includes the interfaces with key internal and private spaces to which the public normally has free access. (Source: ODPM in Living Places: Caring for Quality (January 2004))

Railhead: A point on a railway from which roads and other transport routes begin. Railheads can act as reception points for aggregates moved in bulk by rail for onward distribution, normally by road. Railheads normally comprise a railway siding, off-loading and storage facilities, and sometimes including mineral processing and other plant.

Registered Provider: Registered Provider means a provider of Affordable Housing which is designated in the register maintained by the Homes and Communities Agency. The statutory register of social housing providers lists private (non-profit and profit-making) providers and local authority providers. Most non-profit providers are also known as housing associations.

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Research and Development (R&D): Sector within industry specialising in researching new ideas and developing these products towards being made.

Section 106 (S106): A binding legal agreement requiring a developer or landowner to provide or contribute towards facilities, infrastructure or other measures, in order for planning permission to be granted. Planning obligations are normally secured under Section 106 of the Town and Country Planning Act 1990.

Self or custom build: The terms 'self-build' and 'custom build' are used where individuals or groups are involved in creating their own home. Community-led projects can also be defined as self-build. Self-build projects are defined as those where someone directly organises the design and construction of their own home. Custom build homes are where you work with a developer as an individual or a group to help deliver your own home. The developer may help to find a plot, manage the construction and arrange the finance for your new home. This is more of a

hands-off approach but your home will be tailored to match your individual requirements.

Skyline: An outline of land and buildings defined against the sky: the skyline of the city.

Smart technology: The Smart Cambridge project defines what makes a smart city on their website: Digital technology underpins almost every aspect of modern living across work, travel, leisure and health. Smart cities technology builds on this, using digital connectivity and data in innovative ways to address city challenges in four key areas:

- Transport: making travel easier, reducing congestion, and exploring intelligent mobility
- Environment: managing our water, energy, air quality and waste
- Healthcare: catering for an ageing population and providing public health
- Smart living: improving the quality of life for communities in and around the city.

Smart energy grid: A smart grid is a modernised electricity grid that uses information and communications technology to monitor and actively control generation and demand in near real-time, which provides a more reliable and cost-effective system for transporting electricity from generators to homes, business and industry.

Sustainability Appraisal (SA): Prepared alongside the draft plan to appraise the social, environmental and economic effects of a plan and alternative approaches to help ensure that decisions made will contribute to achieving sustainable development.

Sustainable Development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable drainage systems (SuDs): Development normally reduces the amount of water that can infiltrate into the ground and increases surface water run-off due to the amount of hard surfacing used. Sustainable drainage systems control surface water run-off by mimicking natural drainage processes through the use of surface water storage areas, flow limiting devices and the use of infiltration areas or soakaways.

Sustainable modes of transport Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Total Energy Use Intensity (TEUI): Provides a measure of a building's total energy use per square metre of building area per year (kWh/m2/yr).

Townscape: Townscape is the landscape within the built-up area, including the buildings, the relationship between them, the different types of urban open spaces, including green spaces and the relationship between buildings and open spaces.

Transport Assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.

Travel Plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

Use Classes Order: The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as use classes. Planning permission is not needed when both the present and proposed uses fall within the same class. The General Permitted Development Order also allows some changes from one use class to another without the need for planning permission.

Walkable (neighbourhood): Areas typically based on 400m (five-minute walking time) catchments. The Urban Design Compendium (2000) Paragraph 3.1.2 describes the principles of 'The Walkable Neighbourhood', describing what facilities should be within a five- and ten-minute walk from home.

Whole Life Carbon Assessment (WLC): The carbon emissions resulting from the materials, construction and the use of a building over its entire life, including its demolition and disposal. A WLC assessment provides a true picture of a building's carbon impact on the environment.

Zero carbon development: Zero carbon development is development that results in no net emissions of carbon dioxide into the atmosphere.

Appendix ~~xxx~~ 1

Indicative Development Capacities and Methodology

This appendix demonstrates how development will be delivered within the North East Cambridge Area Action Plan and indicates the broad distribution of growth in accordance with the policies of the Area Action Plan. The following table summarises ~~pipeline supply and~~ planned delivery on land in the Area Action Plan area for the period 2020/21 to 2040/41 and beyond.

Assumptions

On sites where planning permission has already been granted for major development (10+ Units or 1,000m^2), but where material works have not been completed, the site has been identified within the housing and/or employment trajectories with the corresponding number of homes and/or floorspace that has been approved.

Where details of pre-application proposals are available and considered reasonable, the relevant housing capacity and employment floorspace have also been used to inform the site allocation.

For all other sites, the potential development capacity of the site has been estimated in accordance with the methodology described below. It should be noted that the development capacity attributed to each site is as an indicative minimum, not prescriptive. The number of dwellings and floorspaces that may be achieved on a site will be determined by many considerations such as design and layout, the size and type of the homes/employment units to be provided, relevant development plan policy requirements, site constraints, scheme viability as well as the site area available for development.

The assumed residential mix of unit sizes across the Area Action Plan area is set out below and is based on a range of development typologies which have been applied to the development parcels within the Plan area. The infrastructure and open space requirements for North East Cambridge are based on the population projections that derive from the assumed housing mix. If proposals come forward with a significantly different housing mix this may impact on the levels of infrastructure and open space and/or when it is needed. It will therefore be important to monitor this through the Development Management process as new planning applications are considered over the life of the Plan.

No of units	1 bed flat	2 bed flat	3 bed flat	2 bed house	3 bed house	4 bed house
8,350	2,643	4,642	426	141	282	47
%	31.7	55.6	5.1	1.7	3.4	0.6

Methodology

- ~~The~~The gross parcel areas have been calculated using Arc GIS mapping software.
- The following uses were then discounted from the gross area where applicable:
  - Car barns
  - District wide infrastructure such as large electricity sub-stations
  - Schools
  - Waste Transfer Station (relocated)
- After excluding the above uses, the net developable area for each development parcel has been ~~calculated~~assumed at c. 70~~%.~~ % of the total gross area. This is to account for space needed for highways, public realm and SUDs within each parcel.
- Land uses have been assigned and proportioned to the net developable areas within each development parcel based on the Area Action Plan Spatial Framework, evidence base documents and the policies within the Area Action Plan.
- Development densities and housing mixes have been informed by relevant examples in the North East Cambridge Typologies Study (~~2020~~2021).
- The relocation and intensification of B2 floorspace from Nuffield Road to Cowley Road/Chesterton Sidings is based on light industrial uses arranged over four storeys relating to the multi-level logistics and stacked industrial model of delivery.
- The relocation and intensification of B8 floorspace from Nuffield Road to Cowley Road/Chesterton Sidings is based on distribution arranged over two storeys.

Example 1: Development Parcel ~~O~~A1

~~Parcel Area:~~ ~~5.71~~Net developable area: 0.66 hectares

Location: Chesterton Sidings

Residential density: 180 dwellings per hectare

Acceptable land uses:

- Residential

Development Parcel Capacity:

- 120 new homes.

Example 2: Development Parcel C11

Total developable area: ~~4.0~~3.2 hectares

Location: District Centre

~~Density matrix range:~~ ~~385~~Residential density: 270 dwellings per hectare

~~Mix:~~

~~8%~~ Acceptable land uses:

- Residential
- Commercial
- Retail

- ~~10% Employment (B1)~~
- ~~7% Community and Cultural~~

- ~~75% Residential~~

~~Development Parcel Capacity:~~

- ~~3,200m^2 of retail floorspace~~
- ~~16,550m^2 employment (B1) floorspace~~
- ~~2,800m^2 of~~ Community and cultural ~~floorspace~~
- ~~1,155 new homes.~~

~~Existing land uses on site:~~

- ~~1,500m^2 Employment (B1) floorspace~~

~~Therefore net capacity on this development parcel:~~

- ~~3,200m^2 of retail floorspace~~
- ~~15,050m^2 additional employment (B1) floorspace~~

- ~~2,800m^2 of community and cultural floorspace~~
- ~~1,155 new homes.~~

~~Example 2: Development Parcel FF~~

~~Parcel Area:~~ ~~0.58 hectares~~

~~Total developable area:~~ ~~0.4 hectares~~

~~Location:~~ ~~Cambridge Science Park~~

~~Mix:~~ ~~100% Employment (B1)~~

~~Development Parcel Capacity:~~ ~~13,766m^2 employment (B1) floorspace~~

- **~~Existing land~~** uses **~~on site:~~** ~~4,950m^2 Employment (B1) floorspace~~

~~Therefore net capacity on this development parcel:~~ ~~8,816m^2 new employment floorspace~~

~~Example 3: Development Parcel A1~~

~~Parcel Area:~~ ~~2.25 hectares~~

~~Total developable area:~~ ~~1.58 hectares~~

~~Location:~~ ~~Station Approach Local Centre~~

~~Mix:~~

- ~~4% Retail~~
- ~~33% Employment (B1)~~
- ~~1% Community and Cultural~~

- ~~57%~~ Primary School
- ~~Residential~~
- ~~5%~~ Car barn

Development Parcel Capacity:

- ~~630m^2 retail floorspace~~

- ~~15,600m^2~~650 residential units
- 16,5003,766m2 employment (B1) floorspace

- ~~150m²~~6,300m2 retail floorspace
- 4,100m2 community and cultural floorspace including Community Centre, Indoor Sports Hall and Health Hub

~~• 205 residential units~~

- ~~4,000m²~~ 1 3FE Primary School with Nursery provision
- Car barn ~~(125 car parking spaces)~~

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

~~**Therefore net capacity on this development parcel:**~~

~~• 630m² retail floorspace~~
~~• 15,600m² employment (B1) floorspace~~
~~• 150m² community and cultural floorspace~~

~~205 residential units~~

Delivery Summary within the North East Cambridge Area Action Plan ~~during the Plan Period~~ (Net)

Development Area	**Residential units**	**M² employment**	**M² retail**	**M² Community and Cultural (excluding education)**	**M² Industrial (excluding Delivery and Consolidation hubs)**
Anglian Water / Cambridge City Council site	5,500	23,500	~~3,700~~8,500	5,~~700~~100	0
Cambridge Business Park	500	~~68~~50,000	1,500	~~0~~3,000	0
Cambridge Science Park	0	~~70~~60,000	1,~~000~~200	~~100~~200	~~1,150~~0

Chesterton Sidings	~~730~~1,250	~~36~~23,500	1,~~000~~200	~~100~~200	~~8,800~~4,200
Cowley Road Industrial Estate	~~500~~450	0	0	0	~~17,500~~19,00
Nuffield Road Industrial Estate	~~550~~450	0	0	0	0
St Johns Innovation Park	0	~~35~~30,000	~~100~~200	0	0
Trinity Hall Farm Industrial Estate	0	1,500	0	0	0
Merlin Place	~~120~~125	0	0	0	0
Milton Road Car Garage	~~100~~75	0	0	0	0
Cambridge Regional College	0	0	0	0	0
Total	8,~~000~~350	~~234~~188,500	~~7,300~~12,600	~~5,900~~8,500	~~27,450~~23,200

Appendix 2: Cycle Parking Requirements

Cycle parking standards (for both residential and non-residential)

Cycle parking should:

- avoid being located in the basement unless it can be shown to be convenient and easy to use, with ramps of a gradient of no more than 1 in 4 on both sides of any stepped access. Any basement cycle parking must also provide alternative parking on the ground floor for less able users and those with non-standard cycles; and
- reference to staff or students should be taken to mean the peak number expected to be on the site at any one time.

All cycle parking should minimise conflicts between cycles, motor vehicles and pedestrians. Short-stay cycle parking, e.g. for visitors or shoppers, should be located as close as possible to the main entrances of buildings (no more than 10 metres) and should be subject to natural surveillance. For larger developments, covered cycle parking should be considered.

Some flexibility is applied to applications of the standards, in the following instances:

- where strict adherence to the standards for a mixed-use site is likely to result in duplication of provision; and
- for the historic core area of the city, where constraints may make application of the standards difficult for change of use or refurbishment.

Vertical or semi-vertical cycle racks are not acceptable.

Sheffield stands are the preferred option, but the use of high-low and two-tier/ double stacker racks will be considered on a case-by-case basis for non-residential and large student developments. A minimum of 20% of the cycle parking spaces required should be Sheffield stands for less able users and those with non-standard cycles.

High-low racks should be a minimum of 400mm between centres at 90 degrees and 500-600mm between centres at 45 degrees. Any such stands must allow for cycles fitted with baskets and require as little lifting as possible. They must be of a design that supports the front wheel of cycles and allows the frame of the cycle to be locked to the rack.

Two tier/ double stacker racks must be designed to allow the frame of the cycle to be locked to the rack and accommodate cycles with baskets. An aisle width of 2,500mm is required to enable the cycle to be turned and loaded easily.

As with Sheffield stands, drawings and illustrative dimensions to guide the implementation of high-low and two tier/ double decker/double stacker stands can be found in the Council's Cycle Parking Guide for New Residential Developments (and any successor document).

In instances where part of a site with a known shortfall in cycle parking is redeveloped, provision in excess of the standards will be strongly recommended.

Residential cycle parking

Cycle parking should accord with the Council's Cycle Parking Guide for New Residential Developments. It should:

- be located in a purpose-built area at the front of the house or within a garage (appropriate garage dimensions are shown in this appendix);
- only be located within a rear garden if locating it at the front of the house is shown to not be in keeping with the character of the surrounding area, and there is no garage provision; and
- be at least as convenient as the car parking provided.

Table 1: Dwellings and other residential uses - cycle parking standards

Use	Minimum standard
Residential dwellings	1 space per bedroom up to 3 bedroom dwellings Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc Visitor cycle parking next to main entrances to blocks of flats Visitor cycle parking in the form of a wall ring/bar or Sheffield stand at the front of individual houses must be provided where cycle parking provision is located in the back garden
Guesthouses and hotels	2 spaces for every 5 members of staff 2 spaces for every 10 bedrooms (minimum 2 spaces) Outside the City Centre, this should include space for cycle hire
Nursing homes	2 spaces for every 5 members of staff 1 visitor space for every 6 residents (minimum 2 spaces)
Retirement homes/sheltered housing	2 spaces for every 5 members of staff 1 space for every 6 residents. 1 visitor space for every 6 residents (minimum 2 spaces)
Student residential accommodation, residential schools, college or training centre	1 space per 2 bedspaces within City Centre 2 spaces per 3 bedspaces for the rest of the city 1 space for every 3 members of staff 1 visitor space per 5 bedspaces
Hospitals	2 spaces for every 5 members of staff 2 visitor spaces per consulting/treatment room 1 visitor space for every 6 bedspaces

Non-residential use cycle parking standards

Cycle parking non-residential development should:

- reflect the design and dimensions for cycle parking established in the Council's Cycle Parking Guide for New Residential Developments;
- include parking for employees and students in a convenient and covered location, subject to natural surveillance. A proportion of the cycle parking (minimum of 20%) should be provided within a secure location.
- access to cycle parking should be as close as is practical to staff entrances, and closer than non-disabled staff car parking;

In instances where part of a site with a known shortfall in cycle parking is redeveloped, provision in excess of the standards will be strongly recommended.

Table 2: Non-residential cycle parking standards

Retail, culture, leisure and sports uses

Food retail	2 spaces for every 5 members of staff and 1 short stay space per 25 sq m in the City Centre or Mill Road district centres. For the rest of the city, 2 spaces for every 5 members of staff and 1 visitor space per 50 sq m up to 1,500 sq m, thereafter 1 space per 100 sq m
Non-food retail	As above
Financial and professional services	2 spaces per 5 members of staff and some visitor parking (on merit)

Food and drinks	2 spaces for every 5 members of staff 1 short stay space for every 10 sq m of dining area in the historic core area 1 short stay space for every 15 sq m for the rest of the city
Museums, Exhibitions Venues	2 space for every 5 members of staff Some visitor parking on merit
Sports and recreational facilities and swimming baths	2 space for every 5 members of staff 1 short stay space for every 25 sq m net floor area or 1 short stay space for every 10 sq m of pool area and 1 for every 15 seats provided for spectators
Places of assembly, including: cinema, theatres, stadia, auditoria and concert halls	2 space for every 5 members of staff 1 short stay space for every 4 seats
Place of worship, public halls and community centres	1 short stay space for every 4 seats

Business uses

Offices	2 spaces for every 5 members of staff or 1 per 30 sq m Gross Floor Area (whichever is greater) Some visitor parking on merit
General industry	1 space for every 3 members of staff Some visitor parking on merit
Storage and other B use classes	On merit

Non-residential institutions

Clinics and surgeries	2 spaces for every 5 members of staff 2 short stay spaces per consulting room
Non-residential schools	2 spaces for every 5 members of staff Cycle spaces to be provided for 50 per cent of primary school children to include a scooter parking area, and 75 per cent of secondary school children Some visitor parking
Non-residential higher and further education	2 for every 5 members of staff Cycle parking for 70 per cent of students based on anticipated peak number of students on site at any one time

Crèches and nurseries	2 spaces for every 5 members of staff 1 visitor space per 5 children An area to be provided for the parking of cargo bicycles/trailers

Appendix 3: Managing Motorised Traffic

Transport Strategy

To demonstrate the deliverability and achievability of the scale of development proposed for NEC within the prescribed trip budget the developers have prepared an initial High Level Transport Strategy (2021) (which will be kept under review). This articulates a multi modal strategy for the area in terms of measures, mode shares and progression to a low car mode share over time, to ensure the trip budget for the site is not exceeded and factors such as air quality are maintained or improved. It outlines how development quantum, trips, and mode shares correlate with strategic and local transport infrastructure improvements to the area. This is a strategic rationale as to how and why the development within the NEC area can be accommodated and includes a phasing schedule/plan that matches development to new infrastructure. This has been prepared by the five main landowners within the Area Action Plan area as a joint strategy.

Each individual developer will then need to produce a site-specific Transport Assessment that sets out how their development will contribute towards delivery of the High Level Transport Strategy (2021) and what mitigation the individual development proposal needs to provide, including towards strategic, local and site specific infrastructure and provisions. Many businesses already have Travel Plans which will need updating to further outline measures to encourage staff to switch to sustainable modes, such as through incentivising use of public transport, provision of a shuttle bus from the station, and provision of showers and lockers for cyclists. Other measures could include a gradual reduction in car parking provision, phased with the availability of alternative sustainable modes such as planned public

transport services and cycling and walking infrastructure provision. Where necessary, consideration may be given to the introduction to parking or traffic controls, adopting both a carrot and stick approach to the delivery of mode shift.

Vehicular Trip Budget

The Transport Evidence Base (2019) introduced the idea of a vehicular trip budget for the AAP area, to ensure that there was no increase in the number of vehicles recorded accessing the site.

Table 1: Site Wide Trip Budget

-	Trip Budget
AM Peak (08:00-09:00)	3,900
PM Peak (17:00–18:00)	3,000

Inclusion of additional development areas within the NEC AAP site

Since the 2019 Transport Evidence Base (2019) changes have been made to the boundary of the AAP area. The additional areas included within the AAP area are as follows:

- The Car Showrooms situated to the south of Kings Hedges Road and accessed off Milton Road, and
- The Cambridge Regional College Campus accessed off Kings Hedges Road

Car Showrooms

The inclusion of the Car Showrooms situated to the south of Kings Hedges Road is unlikely to have a significant impact on the operation of the area as a whole as this is an existing use and therefore already generates trips on Milton Road in the peak periods and throughout the day.

This site would need to have its own trip budget and parking target so as not to add to the existing levels of congestion on Milton Road. The setting of a trip budget for this area would not alter the trip budget already set out in the Transport Evidence

Base. Any trip budget for this additional area would need to look at the current level of trips generated by the existing land use on the Car Showroom site.

Cambridge Regional College

The inclusion of Cambridge Regional College (CRC) within the AAP area requires the introduction of a trip budget and car park cap for the Kings Hedges Road site access. The existing trip budget and car park levels apply to trips accessing the AAP area via Milton Road and therefore, the introduction of a trip budget for the Kings Hedges Road access would not result in any reduction in the trip budget set out in the Transport Evidence Base (September 2019) assuming that the internal road network within the Cambridge Science Park (CSP) does not allow for through trips from Milton Road to Kings Hedges Road and vice versa.

The Kings Hedges Road trip budget would cover current trips made using the Kings Hedges Road site access that serves both the college and the CSP. In order to generate this information, the count data collected in 2017 for the Hub application on the Science Park has been used (this is the same data set used to generate the Milton Road trip budget in the Transport Evidence Base published in September 2019).

The count data collected indicated that there was a total of 656 trips turning off Kings Hedges Road on to the access road. Of these, 409 vehicles entered the Science Park in the AM peak with the remaining 247 trips entering the college via one of the three possible access points.

The junction is largely able to cope with this number of trips and therefore the trip budget for the Kings Hedges Road junction is proposed to be 656 trips with the split between CSP and CRC as follows:

Table 2: Kings Hedges Road Trip Budget

-	AM Peak	AM Peak	PM Peak	PM Peak
-	Arrive	Depart	Arrive	Depart
CSP	409	106	71	527
College	247	18	31	125
Total	656	124	102	652

In order to comply with the vehicle trip budget, the area as a whole will need to significantly reduce the car-driver mode share down from the 70% indicated in the 2011 Census but the final figure depends on the development mix.

The High Level Transport Strategy (2021, and any updates) apportions the trip budget to development parcels across the site and demonstrates how the mode shares can be achieved.

Car Parking Provision

Car parking provision has a strong relationship with vehicular trip generation and so car parking standards will have an important role to play in helping to manage traffic levels associated with development.

The Transport Evidence sets out that in order to comply with the vehicle trip budget a maximum total provision of 4,800 employment related parking spaces accessed from Milton Road across the area should be provided.

The following sections set out the resulting parking levels for the CSP and College needed to accommodate the predicted trip budget set out above.

Kings Hedges Road Parking Figures

The methodology for deriving both sets of parking figures is the same as that used in the Transport Evidence Base (2019) to ensure consistency.

Cambridge Science Park

Table 3: CSP King Hedges Road Parking Accumulation

Time	Arrival trip rate	Departure trip rate	Arrival %	Departure %	Trip arrivals	Trip departures	Parking Accumulation
07:00-08:00	0.581	0.077	18%	2%	197	26	171
08:00-09:00	1.208	0.123	37%	4%	409	42	538
09:00-10:00	0.421	0.124	13%	4%	143	42	639
10:00-11:00	0.136	0.09	4%	3%	46	30	654
11:00-12:00	0.123	0.122	4%	4%	42	41	654
12:00-13:00	0.166	0.256	5%	8%	56	87	624
13:00-14:00	0.201	0.168	6%	5%	68	57	635
14:00-15:00	0.142	0.15	4%	5%	48	51	632
15:00-16:00	0.09	0.261	3%	8%	30	88	575
16:00-17:00	0.091	0.421	3%	13%	31	143	463
17:00-18:00	0.069	0.851	2%	27%	23	288	198
18:00-19:00	0.031	0.561	1%	18%	10	190	19
	3.259	3.204	100%	100%	1103	1085	-

In order to ensure that the car park operates effectively it has been assumed that 654 vehicles represents 85% occupancy of the car park and therefore the number of spaces proposed for the Kings Hedges Road access is 770.

In order for the Milton Road and Kings Hedges Road accesses to be accurately monitored and managed it will be necessary to prevent traffic driving through the Science Park as currently some traffic is recorded as driving through from Milton Road to Kings Hedges Road and vice versa.

The separation of the two access roads means that there is no impact on the trip budget for the remaining sites within the AAP area as these can only be accessed via Milton Road.

Cambridge Regional College

The trip budget has been set by taking the number of trips recorded in the 2017 surveys. The resulting cap on the number of parking spaces the college can have in order to comply with the trip budget is shown in the table below:

Table 4: Cambridge Regional College Parking Accumulation

Time	Arrival trip rate	Departure trip rate	Arrival %	Departure %	Trip arrivals	Trip departures	Parking Accumulation
07:00-08:00	0.012	0.003	5%	1%	45	11	57
08:00-09:00	0.067	0.021	27%	8%	253	79	332
09:00-10:00	0.027	0.013	11%	5%	102	49	151
10:00-11:00	0.017	0.01	7%	4%	64	38	102
11:00-12:00	0.015	0.014	6%	6%	57	53	110
12:00-13:00	0.016	0.019	6%	8%	60	72	132
13:00-14:00	0.016	0.015	6%	6%	60	57	117
14:00-15:00	0.011	0.018	4%	7%	42	68	110
15:00-16:00	0.013	0.023	5%	9%	49	87	136
16:00-17:00	0.015	0.036	6%	14%	57	136	193
17:00-18:00	0.015	0.031	6%	12%	57	117	174
18:00-19:00	0.012	0.011	5%	4%	45	42	87
	0.25	0.251	100%	100%	944	948	1892

In order to ensure that the car parking operates effectively we have assumed that 332 vehicles represents 85% occupancy of the car park and therefore the number of spaces proposed for the Kings Hedges Road access is 390. This compares to the maximum occupancy recorded during the survey of the college car park (undertaken

10th March 2020) of 621. Therefore, the college will need to ensure the car mode share for the site is reduced to ensure the trip budget and parking cap are not exceeded.

For residential uses, a maximum site-wide parking standard of 0.5 spaces per dwelling should be used as a starting point, with an expectation that lower levels will be achieved for all housing types and tenures.

A site-wide residential parking strategy should be developed to incorporate neighbourhoods of car-free housing, particularly close to centres of activity and mobility hubs. For ancillary uses, parking should be limited to operational and blue badge use only.

The NEC AAP High Level Transport Strategy (2021) (and any updates) apportions the total car parking to development parcels across the site according to the total anticipated size of each area (current and future).