



Public Document Pack

Cambridge City Council

DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE

To: **Scrutiny Sub Committee Members:** Councillors Gawthrope (Vice-Chair), Ashton, Baigent, Pippas, Sarris and C. Smart

Alternates : Councillors Avery and M. Smart

Executive Councillor for Planning Policy and Transport: Councillor Blencowe

Despatched: Monday, 3 November 2014

Date: Tuesday, 11 November 2014

Time: 4.30 pm

Venue: Committee Room 1 & 2 - Guildhall

Contact: James Goddard

Direct Dial: 01223 457013

AGENDA

1 **Election of Chair** Committee Manager

A new Chair will need to be elected due to a change in Committee membership.

2 **Apologies**

To receive any apologies for absence.

3 **Declarations of Interest**

Members are asked to declare at this stage any interests, which they may have in any of the following items on the agenda. If any member is unsure whether or not they should declare an interest on a particular matter, they are requested to seek advice from the Head of Legal Services **before** the meeting.

4 **Minutes** (Pages 7 - 10)

To approve the minutes of the meeting on 9 September 2014.

5 Public Questions

6 Cambridge Northern Fringe East Area Action Plan – Issues and Options Report *(Pages 11 - 196)*

Appendices

A. CNFE AAP Issues and Options Consultation Report

B. Supporting Technical Statement

C. Interim Sustainability Appraisal Annex: Detailed Assessment Tables – Appraisal of Spatial Redevelopment Options (to follow)

D. Interim Sustainability Appraisal: Appraisal of Policy Options

E. Employment Options Study – Final Report (to follow)

F. Employment Options Study – Sector Profile (to follow)

G. Area Flood Risk Assessment

H. Consultation and Community Engagement Strategy

I. Equalities Impact Assessment *(Pages 11 - 196)*

Information for the Public

Location

The meeting is in the Guildhall on the Market Square (CB2 3QJ).

Between 9 a.m. and 5 p.m. the building is accessible via Peas Hill, Guildhall Street and the Market Square entrances.

After 5 p.m. access is via the Peas Hill entrance.

All the meeting rooms (Committee Room 1, Committee 2 and the Council Chamber) are on the first floor, and are accessible via lifts or stairs.

Public Participation

Some meetings may have parts that will be closed to the public, but the reasons for excluding the press and public will be given.

Most meetings have an opportunity for members of the public to ask questions or make statements.

To ask a question or make a statement please notify the Committee Manager (details listed on the front of the agenda) prior to the deadline.

- For questions and/or statements regarding items on the published agenda, the deadline is the start of the meeting.
- For questions and/or statements regarding items NOT on the published agenda, the deadline is 10 a.m. the day before the meeting.

Speaking on Planning Applications or Licensing Hearings is subject to other rules. Guidance for speaking on these issues can be obtained from Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.

Further information about speaking at a City Council meeting can be found at;

<https://www.cambridge.gov.uk/speaking-at-committee-meetings>

Cambridge City Council would value your assistance in improving the public speaking process of committee meetings. If you any have any feedback please contact Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.

Filming, recording and photography

The Council is committed to being open and transparent in the way it conducts its decision making. The public may record (e.g. film, audio, tweet, blog) meetings which are open to the public.

Anyone who does not want to be recorded should let the Chair of the meeting know. Those recording meetings are strongly urged to respect the wish of any member of the public not to be recorded.

Fire Alarm

In the event of the fire alarm sounding please follow the instructions of Cambridge City Council staff.

Facilities for disabled people

Level access to the Guildhall is via Peas Hill.

A loop system is available in Committee Room 1, Committee Room 2 and the Council Chamber.

Accessible toilets are available on the ground and first floor.

Meeting papers are available in large print and other formats on request prior to the meeting.

For further assistance please contact Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.

Queries on reports

If you have a question or query regarding a committee report please contact the officer listed at the end of relevant report or Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.

General Information

Information regarding committees, councilors and the democratic process is available at <http://democracy.cambridge.gov.uk/>

**Mod.Gov
App**

Modern.gov offer an app that can be used to ensure you always have the latest meeting papers for the committees you are interested in.

<http://www.moderngov.co.uk/our-solutions/tablet-app-paperless-meetings>

This page is intentionally left blank

DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE

9 September 2014

4.30 - 5.00 pm

Present: Councillors Robertson (Chair), Avery, Ashton, Baigent, Pippas and M. Smart

Executive Councillor for Planning Policy and Transport: Councillor Blencowe

Officers:

Head of Planning Services: Patsy Dell

Planning Policy Manager: Sara Saunders

Principal Planning Policy Officer: Joanna Gilbert-Wooldridge

Committee Manager: James Goddard

FOR THE INFORMATION OF THE COUNCIL

14/8/DPSSC Apologies

Apologies were received from Councillors C. Smart and Gawthrope.

Councillors Avery and M. Smart were present as alternates.

14/9/DPSSC Declarations of Interest

No declarations of interest were made.

14/10/DPSSC Minutes

The Committee queried if they were able to approve the minutes as a correct record as membership had changed since the last meeting 25 March 2014. The Committee Manager said that membership of the Committee should not affect approval of the minutes. Members could take comfort that the draft minutes had been viewed by Officers, Councillor Blencowe and former Committee Members.

Councillor Baigent asked for clarification on minute item 14/5/DPSSC vi (agenda P9 & 10). The Principal Planning Officer responded that affordable housing could be replaced by student accommodation for a limited number of sites under the 2006 Local Plan. This was not carried over to the 2013 Local

Plan. The Principal Planning Officer undertook to send Councillor Baigent a statement to clarify the position outside of the meeting.

The minutes of the 25 March 2014 meeting were approved and signed as a correct record.

14/11/DPSSC Public Questions

No public questions were asked.

14/12/DPSSC Local Plan Review

The Planning Policy Manager gave a presentation on the Cambridge Local Plan Review:

- i. Review started in 2011.
- ii. Key planning policy document for the city.
- iii. Sets policies and proposals for development up to 2031.
- iv. Involves a number of key stages requiring public consultation.
- v. Local Plan submitted to Secretary of State for examination (March 2014).
- vi. Submitted at the same time as the South Cambridgeshire Local Plan.
- vii. Laura Graham appointed as the Inspector and Alan Wood appointed as the Assistant Inspector.
- viii. The Inspectors have been made aware of representations and the evidence for consideration before the Pre-Hearing.
- ix. Main Steps:
 - Pre-Hearing Meeting scheduled for 11 September 2014 at 2pm.
 - Overall Programme of Matters and Issues to be released.
 - Joint Hearing Sessions with South Cambridgeshire District Council.
 - Consultation on Modifications.
 - Inspector's Report.
 - Adoption.
- x. Modifications for consideration and issues from hearings will be reported back to DPSSC by Officers to seek a steer on significant issues during the examination process.

In response to Councillor Baigent's questions the Head of Planning Services plus the Planning Policy Manager said the following:

- i. Three public consultations had been undertaken already. Any further full public consultations will only be undertaken on modifications to the Local Plan, not on the Plan itself.

- ii. Comments made by Councillor Baigent in objection to the Local Plan before he became a Councillor would stand until withdrawn ie be considered by the Planning Inspector. Officers would liaise with Councillor Baigent after today's meeting how to clarify to the Inspector that Councillor Baigent's comments were personal and not the view of the City Council.

14/13/DPSSC Memorandum of Understanding – Greater Cambridge Housing Trajectory

Matter for Decision

The Officer's report set out the need for a Memorandum of Understanding between Cambridge City Council and South Cambridgeshire District Council. The Memorandum of Understanding states that, as part of the two Local Plan examinations, the housing trajectories for the two areas should be considered together as a joint trajectory for the purposes of housing supply, including a five year land supply.

Changes in circumstances since the submission of the Local Plans indicate that a Memorandum of Understanding between the Councils will demonstrate the soundness of the plans.

Decision of Executive Councillor for Planning Policy and Transport

Approved the Memorandum of Understanding between Cambridge City Council and South Cambridgeshire District Council set out in Appendix 1 of the Officer's report.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Planning Policy Manager. She referred to the meeting of Joint Strategic Transport and Spatial Planning Group 09:30 on 9 September 2014 where the Memorandum of Understanding was approved without amendment.

In response to Members' questions the Planning Policy Manager said the following:

- i. The Memorandum of Understanding would feed into the Local Plan examination process. South Cambridgeshire and the City Council housing trajectories were being considered together to show there was a five year housing supply. Any costs awarded against an individual council after a planning appeal would not be shared with the other council.
- ii. The purpose of the South Cambridgeshire and the City Council Local Plans was to set out planning policies and demonstrate sufficient land supply to meet demand. The Councils were confident that they had made their cases but the Planning Inspector may take a different view.
- iii. South Cambridgeshire Council had thought it had a five year housing supply, but discovered it did not when challenged through appeals. The Planning Policy Manager reiterated that South Cambridgeshire and the City Councils did have a five year housing supply when considered together.

The Committee unanimously resolved to endorse the recommendation.

The Executive Councillor approved the recommendation.

The Executive Councillor made the following remarks:

- i. There was a countywide Memorandum of Co-operation in effect.
- ii. This had been established before Local Plans were developed, but Local Plans built on the Memorandum of Co-operation.
- iii. Each local authority agreed to take an allocation of housing and employment numbers.
- iv. The Memorandum of Understanding worked in parallel with the Memorandum of Co-operation, both would be presented to the Planning Inspector at the Local Plan examination.
- v. It was hoped the Planning Inspector would make an interim judgement to give the Memorandum of Understanding some weight for consideration in planning appeals once it was in the public domain.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

The meeting ended at 5.00 pm

CHAIR



To: Executive Councillor for Planning Policy and Transport: Councillor Kevin Blencowe
Report by: Head of Planning Services
Relevant scrutiny committee: Development Plan Scrutiny 11/11/2014 Sub Committee
Wards affected: East Chesterton and King Hedges

CAMBRIDGE NORTHERN FRINGE EAST (CNFE) AREA ACTION PLAN (AAP) ISSUES AND OPTIONS REPORT

Not a key decision

1. Executive Summary

- 1.1 Cambridge Northern Fringe East Area is one of the most important brownfield regeneration opportunities in Greater Cambridge. The new Local Plans for Cambridge and South Cambridgeshire recognise that regeneration and redevelopment of the area is important, both in the short term aligned with the opportunity presented by the opening of a new rail station and in the long term to ensure that maximum regeneration benefits are captured for Greater Cambridge.
- 1.2 Work started on the development of an Area Action Plan for the CNFE earlier in 2014, in parallel with the later stages of the Local Plans. This report presents the background research and evidence base prepared so far and possible development options for the area in an issues and options consultation document.

2. Recommendations

- 2.1 Subject to any changes from the Development Plan Scrutiny Sub-Committee, the Executive Councillor is recommended:
 1. To agree the Cambridge Northern Fringe East Area Action Plan Issues and Options (CNFE AAP I&O) Report for consultation jointly with South Cambridgeshire District Council;
 2. To note and approve the evidence base that supports this work as contained in the appendices to this report;
 3. To agree the approach to Consultation and Community Engagement set out in the strategy appended to the report; and

4. To delegate to the Head of Planning Services authority to finalise the consultation documents for publication including any minor typographical, formatting, editing or other inconsequential corrections that are necessary, in consultation with the Executive Councillor, DPSSC Chair and Planning Policy and Transport Opposition Spokes.

3. Background

- 3.1 The CNFE area has been the subject of regeneration policy aspirations for at least two decades.
- 3.2 Cambridge City Council and South Cambridgeshire District Council are both updating their adopted plans and producing new Local Plans for the period to 2031. The Proposed Submission versions of the plans were submitted to the Secretary of State on 28 March 2014 and the examination hearings are due to start in November 2014.
- 3.3 Policy 14 in the submitted Cambridge Local Plan and Policy SS/4 in the submitted South Cambridgeshire Local Plan seek the regeneration of CNFE and say that the precise amount of development, site capacity, viability, time-scales and phasing of development will be established through the preparation of a joint AAP for CNFE area.
- 3.4 Cambridgeshire County Council prepared a new Transport Strategy in tandem with the Local Plans in order to ensure a fully integrated planning and transportation approach. All three plans have been developed collaboratively and very much in accordance with the Duty to Co-operate.
- 3.5 Cambridgeshire County Council adopted the Cambridgeshire and Peterborough Minerals and Waste Core Strategy in 2011 and the Site Specific Proposals Plan in 2012. These include a number of waste, transport and minerals designations in the CNFE area.
- 3.6 Planning permission was granted on 18 December 2013 by the Joint Development Control Committee for the new Cambridge Science Park Railway Station on the Chesterton Rail Sidings.
- 3.7 The County Council is currently considering a planning application for reconfiguration and consolidation of the existing Lafarge minerals processing and DB Schenker transfer operation at Chesterton Rail Sidings which involves the relocation of the tracks within the sidings area closer to the main railway line, freeing up land for redevelopment.
- 3.8 In order to move forward with the promotion of this area, Cambridge City Council and South Cambridgeshire District Council with support

from Cambridgeshire County Council as a key stakeholder agreed to start the preparation of an Area Action Plan (AAP) for this area on the 6th February 2014.

3.9 The Area Action Plan (AAP) will go through the following stages:

- Issues and Options consultation (the current stage) – 8 December 2014 to 2 February 2015
- Pre-Submission public participation – September to October 2015
- Draft Plan submitted to the Secretary of State – April 2016
- Independent Examination into the soundness of the Plan by a Government Planning Inspector – April to September 2016
- Adoption – October 2016

3.10 As highlighted above, the Issues & Options Report is the first stage in the preparation of the Area Action Plan for Cambridge Northern Fringe East. The Issues and Options Report identifies the policy context guiding the AAP and outlines a number of site constraints that need to be taken into consideration. These include the capacity of the transport network, implication of odour from Water Recycling Centre on nearby uses, noise, land contamination, landscape and ecology. This work is ongoing and will feed into the preparation of the AAP.

3.11 The opportunities and constraints identified have informed the preparation of a series of Redevelopment Options, which capture ways in which the area could be regenerated.

3.12 A do nothing (baseline) option has been rejected, because it would not meet the Local Plan strategies to seek the positive regeneration of the area. However, it is a useful starting point for comparing with other redevelopment options in the Interim Sustainability Appraisal. The Sustainability Appraisal of the spatial redevelopment options and policy options accompanies this document.

3.13 Four main Redevelopment Options have been identified. Each option takes a more comprehensive approach to redevelopment than the previous option. These are summarised below:

- **Option 1: Lower Level of Redevelopment** – Creates an enhanced 'Boulevard' approach to the proposed new Station, to provide a gateway to Cambridge. Focuses on regeneration of areas of more easily available land, allowing existing business and the Water Recycling Centre to stay, whilst creating a major new area for businesses. This option could be delivered early but could

compromise the viability of longer term development options if not considered carefully.

- **Option 2: Medium Level of Redevelopment** – Focuses on regeneration of areas of more easily available land, allowing existing business and the Water Recycling Centre to stay. Includes new homes and a local centre near the proposed new station, to create a vibrant mixed use area around the gateway. More comprehensive redevelopment improving existing areas south of Cowley Road, to integrate them into the Station area. A new road north of Cowley Road to separate out industrial traffic from the main station access. Option for Nuffield Road industrial area to change to offices / residential. This option could be delivered in the short to medium term.
- **Option 3: Higher Level of Redevelopment** – Reconfiguration of the Water Recycling Centre onto a smaller site, with more indoor or contracted operations, subject to technical, financial and operational deliverability. Would retain the Water Recycling Centre on site but open up options for larger scale employment redevelopment and a mix of other uses. This option is complex and delivery of the full option would be in the longer term. The potential to phase redevelopment to achieve the objective of an early gateway to the proposed new station would need to be explored, whilst ensuring that the delivery of the full option is not prejudiced by piecemeal redevelopment. Also in this option, Nuffield Road industrial area is proposed for entirely residential development, with existing industry relocated north of Cowley Road.
- **Option 4: Maximum Level of Redevelopment** - Water Recycling Centre relocated off site, subject to identification of a suitable, viable and deliverable alternative site being identified. This would free up a large area of land for redevelopment, and the opportunity to comprehensively address the area. This option is complex and delivery of the full option would be in the longer term. The potential to phase redevelopment to achieve the objective of an early gateway to the proposed new station would need to be explored, whilst ensuring that the delivery of the full option is not prejudiced by piecemeal redevelopment.

3.14 The final development option that will form the basis of the adopted AAP is likely to be combination of aspects of more than one option.

- 3.15 The Issues and Options Report recognises that the Water Recycling Centre performs a vital infrastructure service for the Greater Cambridge area. Discussions are on-going with Anglian Water to explore whether either downsizing or relocating are capable of delivery taking account of technical, financial and operational issues. In the case of relocation, this is subject to a suitable viable and deliverable alternative site being identified. No alternative sites for the Water Recycling Centre have been identified at this stage. In the past, relocation has been explored and a viable alternative site was not able to be identified at that time. At this stage the Issues and Options Report is seeking views on whether the advantages of the maximum level of regeneration are such that this is the most desirable option. In this case the principle of relocation would need to be explored again.
- 3.16 Options 3 and 4 would require significant changes to the Water Recycling Centre and would present significant and complex delivery issues including timescales and investment to bring them forward. Development would need to come forward in phases to maximise early opportunities from the delivery of the proposed new station (due to open in 2016), to create a vibrant and welcoming environment residents and visitors. At the same time the longer term goals of more comprehensive redevelopment would need to be secured within the strategy of delivering the longer-term vision of regenerating the wider area.
- 3.17 Options also propose different approaches to the Nuffield Road industrial area. These range from no change, redevelopment for office type uses, or redevelopment for housing.
- 3.18 The Issues and Options Report also includes options covering a range of key policy options covering aspects such as densities of development, employment uses, housing mix, provision of services and facilities, place making and urban design, transport.
- 3.19 It also includes consideration of infrastructure and delivery.

4. Next Steps

- 4.1 Subject to the consideration and agreement by each Council, consultation on the Issues and Options Report is planned to take place on 8 December 2014 to 2 February 2015. The results of consultation will inform the preparation of a proposed submission Area Action Plan.

5. Implications

- (a) **Financial Implications** – The cost of producing the CNFE AAP will be primarily met from the budget agreed within two councils planning service budgets.
- (b) **Staffing Implications** - The work to develop the CNFE AAP is part of the agreed work programme for the Planning Service in 2014/15.
- (c) **Equality and Poverty Implications** – yes an EQIA has been undertaken and is attached to this report. It will continue to be updated as the AAP document is developed. The development of the CNFE area has huge potential to increase access to employment and opportunities for wards with high scoring multiple deprivation indicators in the north of the city.
- (d) **Environmental Implications** - This proposal has been given a Nil climate change rating. Although the physical development of the Cambridge Northern Fringe East Area will of course impact the environment, there is no physical work undertaken as part of this proposal as this project is still at the planning stage. Therefore, there are no environmental impacts in relation to this proposal.
- (e) **Procurement** – procurement of specialist advice and guidance has been undertaken in accordance with the Councils contract procedure rules
- (f) **Consultation and Community Engagement** – the proposed Consultation and Community Engagement strategy is attached to this report.
- (g) **Community Safety** – there are no adverse community safety implications from this work

6. Background papers

These background papers were used in the preparation of this report:

7. Appendices

- A. CNFE AAP Issues and Options Consultation Report
- B. Supporting Technical Statement
- C. Interim Sustainability Appraisal Annex: Detailed Assessment
Tables – Appraisal of Spatial Redevelopment Options
- D. Interim Sustainability Appraisal: Appraisal of Policy Options

- E. Employment Options Study – Final Report
- F. Employment Options Study – Sector Profile
- G. Area Flood Risk Assessment
- H. Consultation and Community Engagement Strategy
- I. Equalities Impact Assessment

8. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Author's Name:	Julian Sykes
Author's Phone Number:	01223 457384
Author's Email:	julian.sykes@cambridge.gov.uk

This page is intentionally left blank

DRAFT

CAMBRIDGE NORTHERN FRINGE EAST AREA ACTION PLAN

ISSUES AND OPTIONS CONSULTATION DOCUMENT

DECEMBER 2014

FOREWORDS

The Cambridge Northern Fringe East Area Action Plan is an important document for Cambridge and the wider area. It sets out policies and proposals to guide future development. This strategy is an important first step in showing that Cambridge City Council and South Cambridgeshire District Council want to be proactive and engage with as many people as possible from the outset. It is about ensuring that people have an opportunity to have their say about the planning issues facing the area and how it should develop to 2031. The approach is about being inclusive, open and transparent. A successful Area Action Plan can't be developed without hearing the views from people who live, work and visit the area or might do so in the future.

Councillor Kevin Blencowe Executive Councillor for Planning Policy and Transport,
Cambridge City Council

Councillor Robert Turner Portfolio Holder.....
South Cambridgeshire District Council

DRAFT CNFE AAP Issues and Options Report

NOTE: This consultation document will be provided on line or will be made available on request in large copy print, audio cassette, Braille or languages other than English. If you require the document in one of these formats please contact:

*Address: Planning Policy Team, Planning Services, Cambridge City Council,
The Guildhall, Market Square, Cambridge CB2 3QJ*

Email: planningsurveys@cambridge.gov.uk

Tel: 01223 457384

CONTENTS PAGE

	Page
1. Introduction	6
2. Vision	12
3. Development Objectives	13
4. AAP Boundary	14
5. Planning Policy Context	18
6. Site Context and Constraints	22
7. Development Principles and Redevelopment Options	28
8. Policy Options	41
9. Infrastructure and Delivery	62

Appendices

	Page
1. Local Plan Policies – Proposed Submission Versions (Cambridge: Policy 14, and South Cambridgeshire: SS/4)	65
2. Glossary	71

FIGURES

	Page
1. Location of Cambridge Northern Fringe AAP area	8
2. Plan showing Potential Extension Options for AAP	17
3. Planning Policy Designations Map	20
4. Existing Land Uses and Committed Development	23
5. Major Site Constraints	27
6. Redevelopment Options	
Figure 6.1 - Option 1: Lower Level of Development	32
Figure 6.2 - Option 2: Medium Level of Development	34
Figure 6.3 - Option 3: Higher Level of Development	36
Figure 6.4 - Option 4: Maximum Level of Development	38
7. Figure 7.1 - Cambridge Local Plan Proposed Submission Policy	67
14 : Figure 3.3	
Figure 7.2 – Submission South Cambridgeshire Local Plan	70
Policy SS/4: Figure 8	

1. INTRODUCTION

- 1.1 Cambridge Northern Fringe East (CNFE) is the working title for this important part of the city that represents an exciting development opportunity for Cambridge and the wider area. Both Cambridge City Council and South Cambridgeshire District Council have committed to its regeneration and redevelopment through respective policies in their new Local Plans. The policies both propose the preparation of a joint Area Action Plan (AAP) to secure an employment led mixed use development of the area.
- 1.2 In February 2014, Cambridge City Council and South Cambridgeshire District Council (with the support of Cambridgeshire County Council) began work on the AAP for the CNFE area.

Purpose

- 1.3 The area at CNFE represents the largest brownfield regeneration opportunity in Greater Cambridge and its development has long been an objective for the two Councils. Extending to almost a square kilometre, this is a vitality important area to help provide new infrastructure and development to support the continued economic success of Greater Cambridge. The opening of the proposed new railway station in May 2016 is a key catalyst for finally delivering this development.
- 1.4 The CNFE AAP is a document that will shape the regeneration of the area. The improved accessibility afforded by the proposed new railway station and the Cambridgeshire Guided Busway provide an opportunity to create high quality employment led mixed use development, and help meet the long term growth needs of the Cambridge area.
- 1.5 We need your help to make this change happen. This issues and options report sets out the issues that need to be considered, and a series of options for future development. We would like your views on these issues and options, and your views on the development of this area. This will help to ensure that the final AAP meets the needs of the community as a whole.

Why you should read this document?

- 1.6 The AAP will significantly influence how the CNFE area will be regenerated including:
- the look and feel of the area and design of new buildings and spaces;
 - the type and range of jobs which are to be provided;
 - access to the jobs and other facilities in the area;
 - improvements to the road layout and pedestrian and cycle links in the area;
 - the range and quality of new homes in the area;
 - the safety and quality of public spaces;
 - bringing in more people and creating a vibrant and active new area.
- 1.7 This includes opportunities to bring benefits to existing and neighbouring communities. New links can be created to better integrate the area with the rest of the city. New facilities will also benefit existing and new residents, employers and employees. More people living in the area will also make it more viable for service providers, such as the bus operators and local businesses.

Location and Site Description

- 1.8 Figure 1 shows the location of the CNFE area. The area is situated between the A14 to the north, the A10 Milton Road to the west, the Cambridge to King's Lynn railway line to the east, and the Chesterton residential area to the south. It includes Anglian Water's Water Recycling Centre, a mix of predominantly office and industrial uses alongside the various branches of Cowley Road, Chesterton Rail Sidings, offices on the Cambridge Business Park, and industrial uses off Nuffield Road.

What is the purpose of an Area Action Plan?

- 1.9 An Area Action Plan (AAP) is a statutory planning document used for areas where there is to be significant change. It has a strong emphasis on the actions required to ensure that the change is deliverable in line with the broad approach set out in the emerging Cambridge and South Cambridgeshire Local Plan(s). The CNFE AAP will set a vision for the CNFE area and ultimately provide guidance on how the key landowners and developers involved can bring it forward for development.
- 1.10 The proposed new railway station received planning permission in December 2013. The opening of the proposed station in 2016 will act as a catalyst for wider regeneration of the area and the Councils are giving priority to preparing an AAP to help bring forward redevelopment to create a vibrant and attractive new gateway and quarter of Cambridge. Given the multiple land uses and ownership, and the complexity of the area, it is important to provide clear and comprehensive guidance for its redevelopment. This will help to ensure there is an integrated, rather than piecemeal, approach which maximises the potential of the area and ensures development opportunities are not missed or compromised.
- 1.11 The AAP must be in conformity with the National Planning Policy Framework and National Planning Practice Guidance. It should also have due regard to other planning policy documents such as the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and Site Specific Proposals Plan (2012).

What is the Cambridge Northern Fringe East Area Action Plan?

- 1.12 Both the Cambridge and South Cambridgeshire Local Plans (Submitted Versions) include planning policies (Policy 14 and Policy SS/4 respectively – see Appendix 1) for their respective parts of the CNFE area. The Plans have indicated the two Councils will jointly prepare an AAP for the CNFE area. The policies indicate the AAP will cover the amount and types of development, site capacity, viability, timescales and phasing of development. We now need to consider the planning framework to ensure that we take every opportunity to improve the area.
- 1.13 These opportunities include:
- Regenerating the largest brownfield area in Cambridge and South Cambridgeshire;
 - Maximising the benefits of the proposed new railway station on the Chesterton Rail Sidings and the extension to the Cambridgeshire Guided Busway as a catalyst for new investment in the area;



Look at options for new employment development which meets the growing needs of the Cambridge economy and provides jobs for the community;

- Providing more homes to meet the pressing needs of the local community;
- Utilising and enhancing Cambridge's only rail freight head;
- Making more of the existing environmental features including the 1st public drain;
- Improving vehicular access off Milton Road and make the area more friendly for all road users especially pedestrians and cyclists;
- Giving careful consideration to the amount of new development that will take place in the area. Generally speaking, if we increase the amount of investment that goes into the core area, by building more homes, shops and business space, more funding will be generated to improve public spaces and parks, pedestrian and cycle links, the road network and community facilities in the wider area.

1.14 Once adopted the CNFE AAP will:

- guide the regeneration and future development of the Cambridge Northern Fringe East area;
- set out a vision which describes the kind of place that Cambridge Northern Fringe East will be;
- provide clear objectives and a series of principles and concepts to guide development that will help the community, land owners and developers work with the Councils and their partners to deliver the vision by 2031;
- show how CNFE will become a joined up part of Cambridge;
- create a balanced approach to regeneration that will deliver a significant number of additional jobs, through the provision of space for existing and new businesses to grow and thrive, as well as housing, open space and community uses;
- set the planning policy and high level master-planning framework for its redevelopment including policies for employment, homes, transport, open space and a wide range of community and infrastructure development;
- protect areas particularly sensitive to change e.g. nature conservation;
- identify opportunities to deliver new development, growth and regeneration, and propose sites within the AAP boundary for certain uses;
- co-ordinate transport and public realm proposals in the area;
- set out a strategy for its development and regeneration, including how the opportunities presented by the development can be used to ensure that existing and nearby neighbouring communities benefit from the changes;
- set out the strategy and timetable for the implementation of its proposals including phasing and identify short, medium and long term actions to promote and manage growth and change.

1.15 The CNFE AAP will be used by:

- landowners, business owners to help them contribute to delivering the overall vision;
- local government and public sector organisations to bring forward infrastructure that supports sustainable development;
- local planning authorities making decisions on planning applications;
- the local community to influence sustainable development in CNFE.

How to get involved

- 1.16 This is your opportunity to tell us what you want CNFE to be like once it has been developed. What do you like and dislike about the area? What should be changed? What should stay the same?
- 1.17 To help you comment, we have outlined various issues that need to be tackled in CNFE, the different ways (options) we can deal with them, and the questions that we would like to know your answers to.
- 1.18 The report is arranged into different chapters:
- Chapter 1 - Background information on the CNFE area, what the AAP is and how you can get involved.
 - Chapter 2 - Our aspirations and overall vision of how we think CNFE should develop.
 - Chapter 3 - The development objectives that come from the spatial vision.
 - Chapter 4 - The site boundary, explanation of the underlying rationale, and possible options to change it.
 - Chapter 5 - Important information on the strategic planning policy context.
 - Chapter 6 – A high level summary of the site context and constraints (more detailed information is available in the supporting technical statement).
 - Chapter 7 - Summary of proposed development principles and redevelopment options for CNFE.
 - Chapter 8 – Goes through the policy issues and options for CNFE.
 - Chapter 9 – Outlines the infrastructure issues and options and the key delivery and phasing issues, and how we propose to deal with them.
- 1.19 It is really important you get involved at this early stage when your input now can have the most influence in shaping the future of CNFE.
- 1.20 Consultation on the Issues and Options Report begins on **Monday 8 December 2014**. All comments must be received by **12 Noon on Monday 2 February 2015**.
- 1.21 This Issues and Options Report, along with the questionnaire and details on how to make comments, are available to view on the Councils' websites.
- 1.22 PLEASE FILL IN THE ONLINE QUESTIONNAIRE AS THIS WILL HELP US TO PROCESS YOUR COMMENTS MORE QUICKLY.**
- 1.23 For more information, including the accompanying documents, go to the Councils' websites:
- <https://www.cambridge.gov.uk/development-plan-for-cambridge>
 - <https://www.scambs.gov.uk/cnfeaaap>

- 1.24 For more details about how to get involved or if you have any queries, please contact either Cambridge City Council or South Cambridgeshire District Council:

Cambridge City Council:

Address: Planning Policy Team, Planning Services, Cambridge City Council,
PO Box 700, Cambridge, CB1 0JH.
Email: policysurveys@cambridge.gov.uk
Tel: 01223 457384

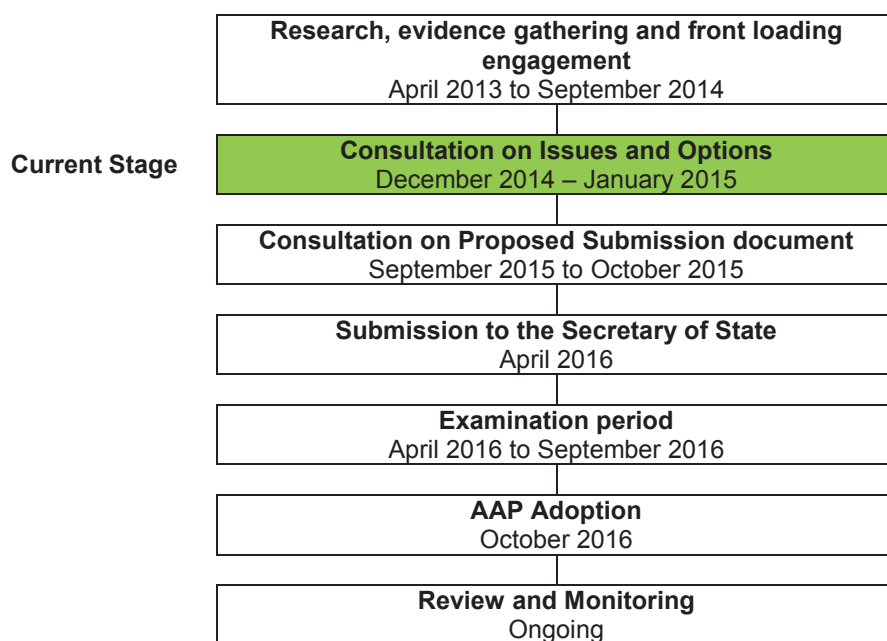
South Cambridgeshire District Council:

Address: Planning Policy Team, Planning & New Communities, South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA
Email: ldf@scambs.gov.uk
Tel: 01954 713183

What happens next?

- 1.25 This public consultation will not be your last chance to get involved.
- 1.26 The AAP will be prepared in two main stages, each stage providing you with an opportunity to give your views.
- 1st stage – this document – the ‘Issues and Options’ stage. The comments you give us will be considered by us in preparing the...
 - 2nd stage - the Proposed Submission version, which we will invite your views on in the autumn of 2015.
- 1.27 It is anticipated that this plan will be submitted to the Secretary of State in 2016, to go through formal examination (where an independent inspector will consider whether the plan is sound), and be adopted in October 2016.
- 1.28 A summary of the key stages in the preparation of the AAP is below.

Stages of preparation of the Cambridge Northern Fringe East AAP



2. Vision

- 2.1 It is important that we develop a strong vision and set of objectives for the area. We will use the vision and objectives to guide and help assess the options for development in the area and help select the preferred approach.

PROPOSED VISION:

CNFE will be a vibrant and successful employment led, mixed use neighbourhood, shaped as a whole by the community, and embracing;

- Successful regeneration of the wider area
- modern commercial business needs and buildings;
- sustainable urban living;
- the proposed new railway station and extension to the Cambridgeshire Guided Busway to create new high quality transport gateway and transform the area;
- opportunities to create a well-connected and vibrant place;
- opportunities to enhance the environmental assets

The development will also ensure;

- the new area is supported with the right transport, water, energy, social and community infrastructure;
- the relocation of existing businesses and release of former industrial land for other uses is properly managed and contributes towards creating sustainable communities;
- the regeneration and development of CNFE contributes to the wider growth agenda and shared prosperity of Greater Cambridge;
- the continued presence of strategic aggregates railheads that will facilitate the wider growth of Greater Cambridge;
- existing and new waste management facilities can be safeguarded/delivered (including Household Recycling Centre and inert waste recycling facility)

The development will reflect both Councils' visions for Cambridge's continued growth as an innovative, integrated, fair and sustainable city, whilst supporting sustainable economic growth and providing a high quality of life. The area will be comprehensively planned, but wholly integrated into the fabric of Cambridge.

Question 1

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

- 2.2 The draft vision has been informed by and framed by CNFE's location and relationship to nearby uses, the opportunities provided by the proposed new railway station and extension to the Cambridgeshire Guided Busway, and the emerging Cambridge and South Cambridgeshire Local Plans, and the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan 2012. The vision has also been informed by a visioning workshop with key stakeholders which took place on 12 April 2013, and the views of key stakeholders as a result of early evidence gathering and consultations undertaken since February 2014.
- 2.3 Cambridge City Council and South Cambridgeshire District Council will continue to work with the community and delivery agents to develop a shared vision.

3. Development Objectives

- 3.1 To guide the delivery of the vision for CNFE, one overarching objective and eight clearly defined and demonstrable spatial objectives have been formulated which articulate the key development principles (see Chapter 7). The objectives have been drawn from an understanding of the particular issues within CNFE and the results of early evidence gathering and consultation with key stakeholders. The objectives are set out below.

DEVELOPMENT OBJECTIVES:

PROPOSED OPTION:

OVER-ARCHING OBJECTIVE: TO SECURE THE SUCCESSFUL REGENERATION AND REDEVELOPMENT OF THE CNFE AREA AS A NEW GATEWAY FOR AND QUARTER OF CAMBRIDGE

PROPOSED OBJECTIVE 1: DELIVER A PLACE THAT SUPPORTS AND FOSTERS A STRONG NEW NEIGHBOURHOOD, WELL INTEGRATED WITH THE WIDER COMMUNITY

PROPOSED OBJECTIVE 2: PROVIDE A MIX OF LAND USES AT DENSITIES THAT MAKE BEST USE OF THIS HIGHLY SUSTAINABLE LOCATION AND REGENERATION OPPORTUNITIES

PROPOSED OBJECTIVE 3: MAXIMISE THE EMPLOYMENT OPPORTUNITIES

PROPOSED OBJECTIVE 4: CREATE A NEW LOCAL CENTRE THAT MEETS THE NEEDS OF THE NEW COMMUNITY AND WHICH COMPLEMENTS OTHER FACILITIES IN THE WIDER AREA

PROPOSED OBJECTIVE 5: DELIVER HIGH QUALITY AND WELL-DESIGNED BUILDINGS, STREETS AND SPACES THAT RESPONDS TO THE NEEDS OF THE COMMUNITY

PROPOSED OBJECTIVE 6: CREATE AN ACCESSIBLE, PERMEABLE, WELL- CONNECTED AND WELL- INTEGRATED NEW NEIGHBOURHOOD

PROPOSED OBJECTIVE 7: ENHANCE AND PROTECT THE NATURAL ENVIRONMENT AND EXISTING AND PROPOSED OPEN SPACES

PROPOSED OBJECTIVE 8: ENCOURAGE A LOW CARBON LIFESTYLE AND ADDRESSING CLIMATE CHANGE

Question 2

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

4. Area Action Plan Boundary

4.1 The boundary of the AAP will define the area that the policies of the AAP will relate to; i.e. planning applications inside the boundary will be assessed against them. Inclusion within the boundary does not signify that facilities will be lost or a property will necessarily be subject to change; the boundary has no impact on land ownerships for example. However, in planning the development, the whole area needs to be considered in order to provide the best option.

4.2 A boundary for the CNFE area is proposed in the Cambridge and South Cambridgeshire Local Plan policies (Policy 14 and SS/4 respectively – See Appendix 1) and reflected here. This takes account of a number of factors:

i) The *'Station Gateway'*: This relates to the committed and approved development of the proposed new railway station on the Chesterton Rail Sidings and Cambridgeshire Guided Busway extension linking to the proposed new railway station. Both schemes will be significant drivers for the redevelopment in the area and require enhancements to the approach along Cowley Road to provide an attractive gateway to Cambridge.

ii) *'Employment Opportunity'*: The aspiration is for a new employment focused quarter to respond to and continue the dynamism of the growing Cambridge economy. It therefore makes sense to concentrate on the sites in this area with commercial potential for new employment development or more intensified employment development. This is particularly alongside Cowley Road and the Chesterton Rail Sidings, but also the existing office and industrial areas.

iii) *'Green Belt and protected designations context'*: The Councils Local Plans identify the area to be considered through the Area Action Plan. This issues and options report identifies options consistent with the policies in the Local Plans. Two options to include land to the west or south are identified, which would be consistent with the Local Plans (as these areas are also already within the designated development boundaries of Cambridge). No options are included for land to the north or east. To include land to the north or east of the AAP area would include land which does not reflect the characteristics of the AAP area and would not be consistent with the submitted Local Plans. These areas are largely Green Belt. No changes to the Green Belt boundaries in these areas have been identified through the Local Plans' Green Belt review. Much of the land near the river is also at flood risk. The area to the east contains Gypsy and Traveller site provision. Existing Gypsy and Traveller sites are proposed to be safeguarded in the South Cambridgeshire Submission Local Plan.

iv) *'Physical and visual envelope'*: For CNFE, both the physical and visual envelope for the area is contained by the screening landscape alongside the A14 to the north, the highway environment along Milton Road to the west (with structural landscaping beyond), and the railway environment to the east created by the presence of the Cambridge to Ely line. The later boundary feature will need to be strengthened by planting and potentially acoustic barriers to mitigate against the noise impact particularly for the existing residential uses to the east of the railway. To the south, the visual boundary is less clear. The Cambridgeshire Guided Busway provides a visual break, but it is proposed to use the residential edge as the primary defining feature.

v) *'Green Network, Ecological mitigation and the water environment'*: This AAP will promote the creation of a network of green spaces and corridors, proposes ecological mitigation and enhancement, and measures to manage surface water. Central to this integrated nature and water management approach is the 1st Public Drain which runs from the Cambridge Science Park, through the CNFE area and out into the River Cam.

4.3 In light of these factors it is proposed the boundary continues to include the:

- St. John's Innovation Centre;
- Anglian Water's Water Recycling Centre;
- Golf driving range and former park and ride site north of Cowley Road;
- Cambridge Commercial Park (sometimes referred to as Cowley Road Industrial Estate);
- Chesterton Rail Sidings;
- Cambridge Business Park;
- Nuffield Road Industrial Estate and Trinity Hall Farm Industrial Estate, and
- Some protected open space alongside the Cambridgeshire Guided Busway.

Question 3

Is the current area identified for the AAP correct?

4.4 Two possible extensions to the boundary of the CNFE area have been identified below and on the following map.

Boundary Extension Option (A) Cambridge Science Park

4.5 Cambridge Science Park, to the west of Milton Road, has been a successful part of the Cambridge economy since the 1970s. It provides a home for a range of science and technology based industries, with a range of supporting facilities. Some of the building stock on the site is dated, and the Cambridgeshire Guided Busway and the proposed new railway station mean that accessibility of the site is being significantly improved. The site offers opportunities for gradual redevelopment of some existing buildings and areas to deliver additional employment floorspace to help meet the future business needs of the Greater Cambridge area, and support the evolution of this important site. The Proposed South Cambridgeshire Local Plan includes a policy supporting this approach (Policy E/1 – see Appendix 2).

4.6 The CNFE AAP could enable a more proactive approach to include guidance, such as guiding principles to help steer the redevelopment, and consider linkages with the opportunities to the east of Milton Road.

Question 4

Should the CNFE AAP area be extended to include the Cambridge Science Park?

Boundary Extension Option (B) Chesterton Sidings Triangle

- 4.7 To include a very small triangular area of land to the south of the sidings that may be used for the proposed new railway station and to provide a pedestrian/cycle access for CNFE as part of the Chisholm Trail.

Question 5

Should the CNFE AAP area be extended to include the additional triangular area south of Chesterton Sidings?

Naming the new development area

- 4.8 We use Cambridge Northern Fringe East as a working title only. We are therefore keen to get your views on possible names for the new development area. There could be benefits of linking the name with existing employment areas or residential communities or maybe the development is of a scale that justifies its own name.

Question 6

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?

Naming the proposed new railway station

- 4.9 With the new development being built around the proposed new railway station, what do you think is an appropriate station name? It is important that the new name is inspirational, reflects the local location, but will also mean something important outside of Cambridge. Some suggestions have already been made. If you want to put forward your suggestion; perhaps related to your suggestion for the new development area or a person's name that is synonymous with the city (subject to the individual agreeing to its use). Your responses will be shared with Network Rail and the Department for Transport who will make the final decision on the name of the proposed new railway station.

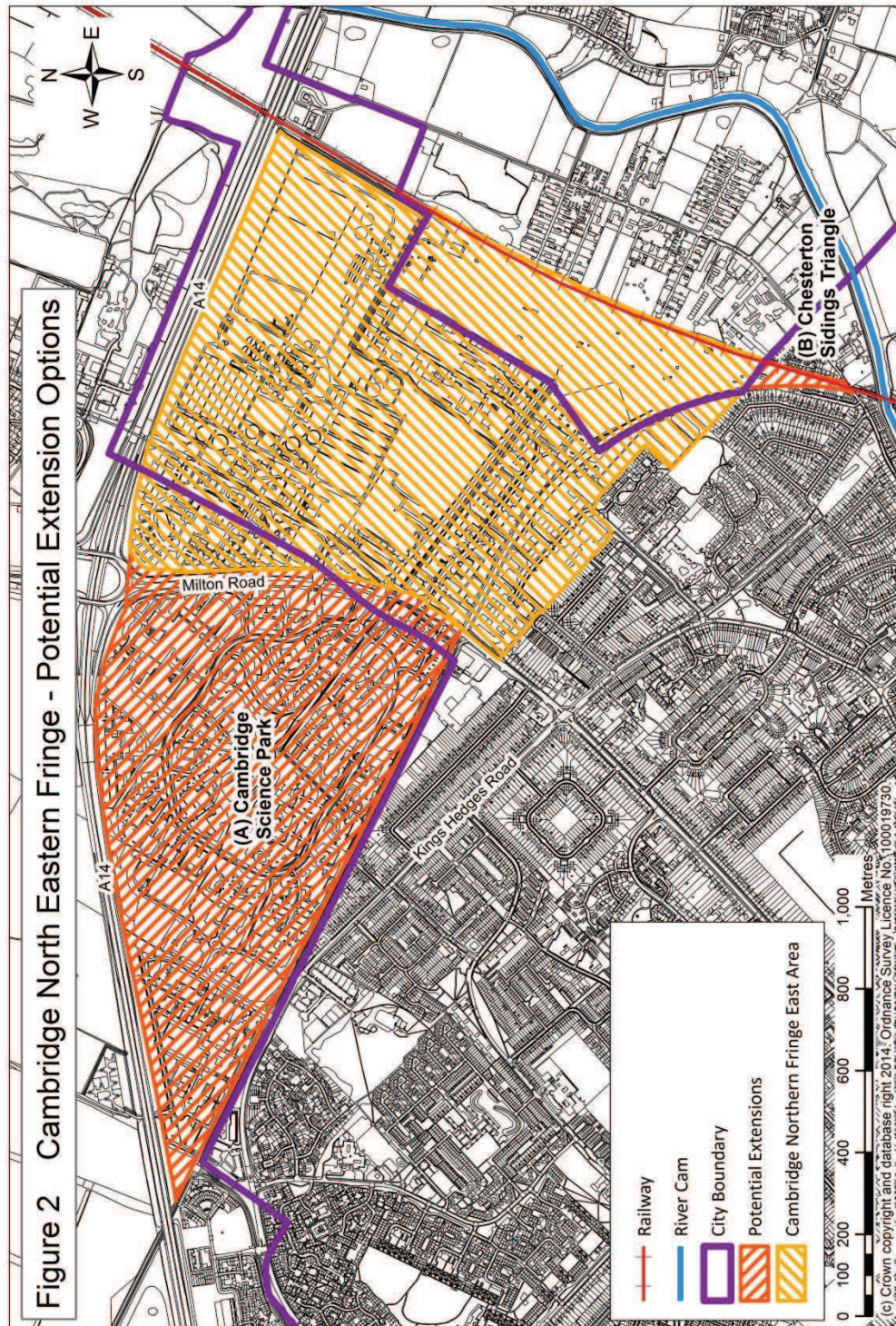
NAME OF PROPOSED NEW RAILWAY STATION:

Proposed Options

1. Cambridge Science Park Station
2. Chesterton Interchange Station
3. Cambridge North Station
4. Cambridge Fen Station
5. Do you have another suggestion?

Question 7

What do you think would be a good name for the proposed new railway station?



5. Planning Policy Context

Local Plans

- 5.1 The area crosses the administrative boundary of Cambridge City Council and South Cambridgeshire District Council. As a result, the planning policies of both Councils will apply, subject to any changes through the Area Action Plan process. Both Councils submitted their new Local Plans to the Secretary of State in March 2014 and these are going through their Examination at the same time as this Issues and Options consultation. It is these proposed submitted policies and designations which are shown on the Planning Policy Designations Map below.
- 5.2 Both Councils have included a policy on the Cambridge Northern Fringe East area within their Local Plans; Cambridge City Council (Policy 14) and South Cambridgeshire District Council (Policy SS/4). Cambridge City Council's policy identifies an 'Area of Major Change' and South Cambridgeshire District Council's policy a 'Major Development Site'. The policies propose to allocate the area for a high quality mixed-use development with a range of supporting uses, and indicate this jointly prepared AAP will determine site capacity, the amount and phasing of development, viability, and timescales and phasing of the development. Both policies are attached in full as Appendix 1.
- 5.3 Some further Local Plan policies on ongoing development management issues will still apply in the AAP area, and it is not proposed to state them in full in the AAP.

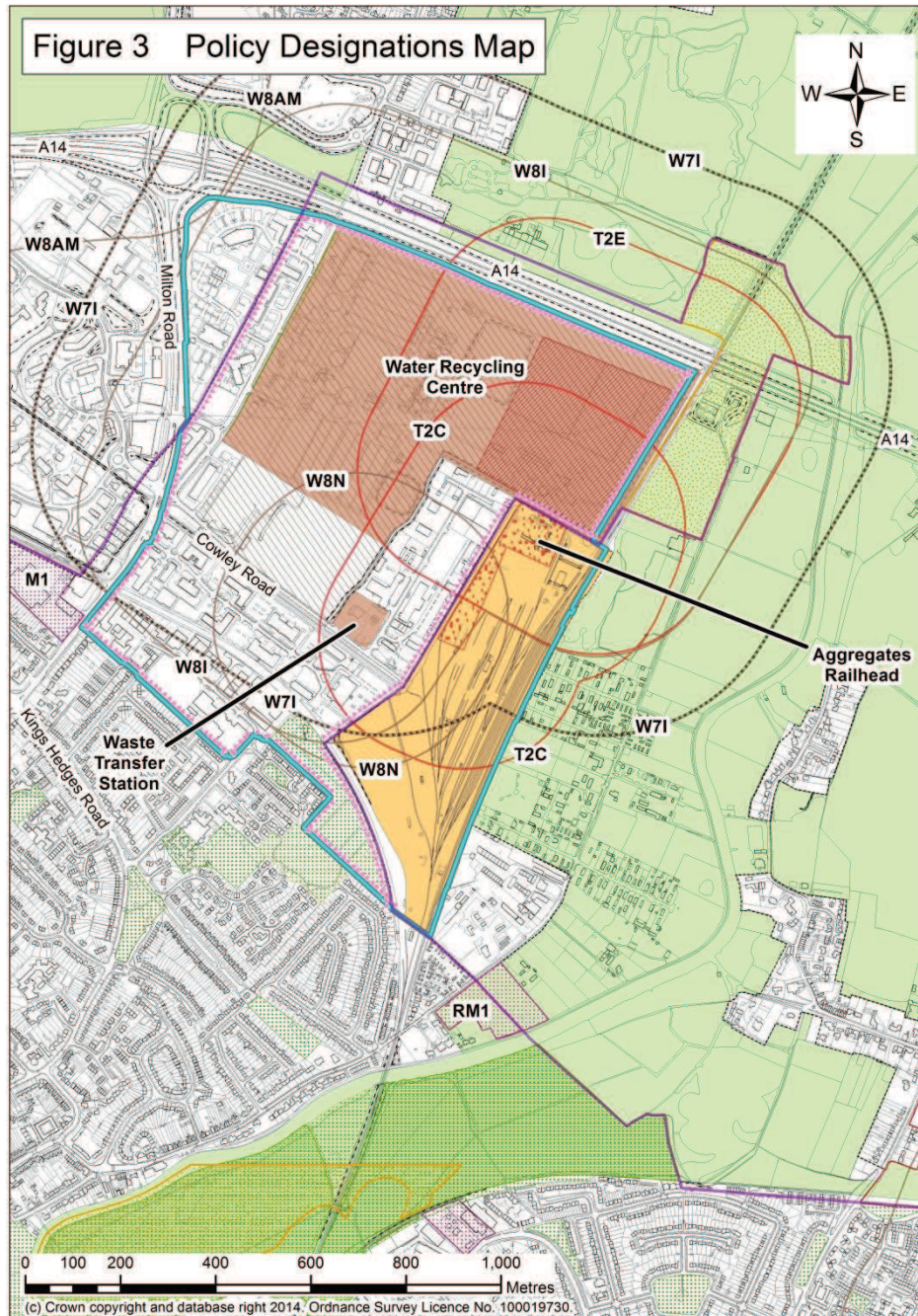
Minerals, waste management and transport

- 5.4 The county-wide planning policies that form the context for the AAP are set out in the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and Site Specific Proposals Plans (February 2012).
- 5.5 The Cambridge Northern Fringe East area and immediate surrounds is the subject of several adopted County minerals, waste management, and transport planning policies. Many of these are indicated on the Planning Policy Designations Map.
- 5.6 The waste management designations relate to the protection of existing waste facilities (Anglian Water's Water Recycling Centre and Veolia's Waste Transfer site); these seek to ensure that the future operation of this essential infrastructure is not prejudiced by future development, which therefore must be compatible with the existing waste management use. They also relate to finding sites for additional and/or replacement waste facilities in the area i.e. Household Waste Recycling Centre and Inert Waste Recycling Facility.
- 5.7 The transport designations focus on the retention and safeguarding of the strategic rail head and associated aggregates operations on the Chesterton Rail Sidings, and there is also a site identified for an aggregates rail head which could be used for a new railhead,

or as a replacement for those existing. This site is at the eastern end of the Water Recycling Centre. Cambridgeshire County Council have also recently identified the additional need for the temporary storage of aggregates on the same part of the Water Recycling Centre to supply material for the A14 road upgrade over the next few years.

Transport Strategy

- 5.8 Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire (2014) seeks to ensure that for current and future transport needs are met and that there are continued improvements to the accessibility of key locations, such as the city, stations and district centres. For the CNFE and its surrounds, a strategy aim of the Transport Strategy is to connect the area, including the new station, with other key employment sites. CNFE, Addenbrooke's (Cambridge Biomedical Campus) and the west of the city are all examples of areas on the periphery of the city in need of greater connectivity and linkages, with proposals to achieve this via the creation of more orbital capacity, both for public transport as well as walking and cycling. In addition, increased permeability into the CNFE area for pedestrians and cyclists is prioritised, with improvements to the cycle network, for example through the 'Chisholm Trail', being key to this. Milton Road will also have focused public transport improvements, with the creation of a High Quality Passenger Transport (HQPT) option for this, and the other major Cambridge radials, planned.





Constraints affecting the whole site are:

Air Safeguarding Zone - height restriction of 15m above ground level

Special Control of Advertisement Zone

Windfarm Development Consultation Zone

Mullard Radio Astronomy Observatory, Lord's Bridge Consultation Area

6. SITE CONTEXT AND CONSTRAINTS

Introduction:

- 6.1 Before starting to plan for the future of CNFE, it is necessary to understand the area's physical, social and economic characteristics. This chapter highlights the key constraints currently facing CNFE and the wider area that will need to be addressed by the AAP and future development proposals. (Make reference to the technical document for further detail).
- 6.2 The main key issues and challenges which have been identified as being specifically relevant to the CNFE AAP are listed below and are addressed within this chapter:
- Land uses and creating balanced communities;
 - Movement/transport;
 - Environment and open space;
 - Built form and sustainable construction;
 - Infrastructure.

Land Uses and creating balanced communities:

Mixed land uses and densities

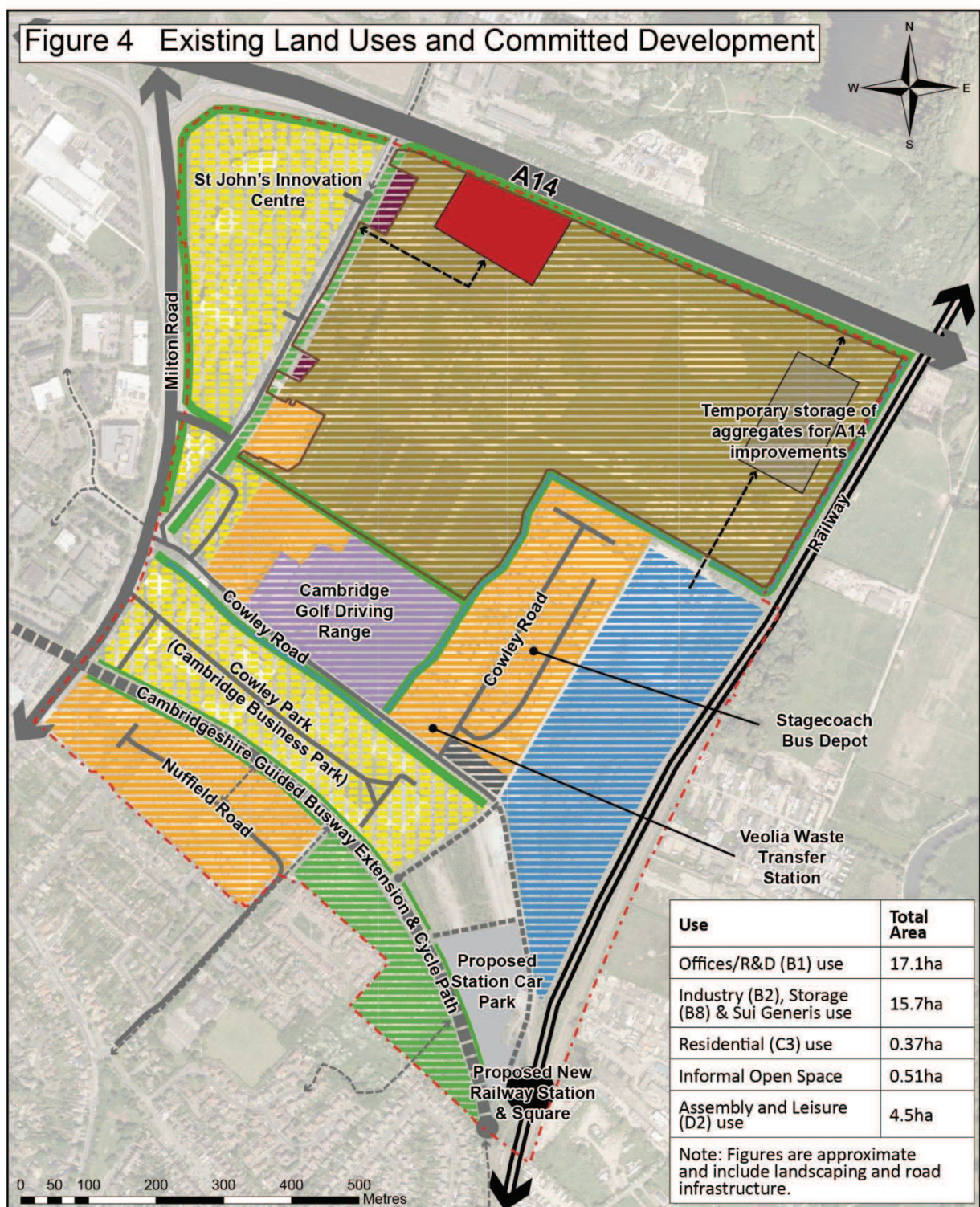
- CNFE is currently a mixed use area with a predominance of employment uses including office, industrial uses, storage and minerals and waste activities (see Map of Existing Land Uses and Committed Development).
- Much of the land in the area is under-utilised in terms of development density. Where possible, opportunities should be found to accommodate existing occupiers, while rationalising and increasing the density of the area.
- Anglian Water's Water Recycling Centre (WRC) occupies around 40% of the area, and is currently undergoing a £20 million upgrade to meet Cambridge's planned growth needs to 2031.

Neighbouring communities

- Neighbouring residential areas are home to some of the city's more disadvantaged communities. This AAP and subsequent development proposals represent a significant opportunity to provide employment opportunities and other benefits to local residents.
- Consideration will need to be given to the wider context of CNFE, including changes expected to occur at Cambridge Science Park in the coming years.

Employment

- Cambridge is one of the UK's five most competitive cities. Within CNFE, Cambridge Business Park and St John's Innovation Park, along with the nearby Cambridge Science Park, comprise around 30% of the office and R&D stock in the urban area of Cambridge.



© Crown copyright and database right 2014. Ordnance Survey Licence number 100019730.

Cambridge Northern Fringe East Area Action Plan Boundary

Proposed roads

Cycle/pedestrian routes

Offices/R&DB1 business use (no intensification)

Existing Industry (B2), Storage (B8) & Sui-Generis uses

Existing Assembly and Leisure (D2) use

Water Recycling Centre (upgraded)

Existing Residential (C3) use

Boundary of existing Water Recycling Centre

Lafarge Tarmac Concrete Batching Plant

Reconfigured aggregates railhead & sidings

Protected Open Space/City Wildlife Sites

Landscape and Open Space

First Public Drain Watercourse

Indicative location for Household Waste Recycling Centre and inert recycling facility¹

¹ Could also be located on B2, B8 & Sui-Generis land in the vicinity of Cowley Road.

- CNFE is recognised as a strategic location for the provision of a range of employment development to enhance the economic potential of Greater Cambridge.

Housing

- There is a high level of housing need in the Cambridge area. While opportunities for housing on CNFE are limited, due to constraints such as odour and land contamination, the area can still make a valuable contribution to overall housing supply.

Community and Leisure Facilities

- CNFE currently has very limited facilities (e.g., retail, leisure and community uses) both within its boundary and in the surrounding area. The AAP and future development proposals offer an opportunity for provision of a new community core with shops, services, restaurants, cafés etc. with possible links to improved facilities on the Cambridge Science Park.

Movement/Transportation:

- The transport network in Cambridge is relatively constrained with finite capacity for vehicles. Access to the main part of the CNFE area is limited with just one main route in and out onto Milton Road. Capacity at this junction and along the Milton Road Corridor is a significant constraint. The Nuffield Road industrial area is separately accessed off Green End Road to the south.
- The AAP and subsequent development proposals provide an opportunity to maximise the sustainable transport opportunities offered by the proposed new railway station, the extension to the Guided Bus and connection to the existing high quality off-road cycle network alongside the existing Guided Busway, as well as enhancements to the network including the new Chisholm Trail.
- The aim should be to reduce the proportion of employed city residents who drive to work to 24% in order to keep traffic levels stable.
- Careful consideration needs to be given to appropriate levels of car parking provision for the site, with a potentially strong argument for strict parking standards given CNFE's highly sustainable location.
- Permeability across the site is currently severely restricted due to physical barriers including the A14, the railway line and Milton Road. Increasing permeability is therefore crucial.

Environment and Open Space:

Contamination

- Various contaminants are present on site, including heavy metals in soils, hydrocarbons in the soil and groundwater and chlorinated solvents. Elevated ground gases have also been identified on parts of the site. Further investigation and remediation will be required as part of any future development proposals.

Water Management

- Anglian Water's WRC serves Cambridge and a number of surrounding villages;
- The River Cam lies towards the east of the site, and the First Public Drain, which provides the surface water drainage for the whole of CNFE and the surrounding area, flows through the site. Both are potential sources of fluvial flooding, although the risk to the CNFE site is low.
- There is a risk of surface water (pluvial) flooding within CNFE, although this is confined to small areas. Development proposals will need to take this level of risk into consideration, providing mitigation through carefully designed sustainable drainage systems and other design measures.
- Levels of groundwater in the area are known to be high, although there are no recorded instances of groundwater flooding within CNFE.

Odour

- The WRC is a source of both odour and insects, which have an impact on the amenity of the surrounding area and the mix of uses that will be considered acceptable within CNFE. Odour zones, which will help inform the location of different uses on the site, have been mapped and are shown on following the Major Site Constraints plan.

Noise

- Areas immediately adjacent to the A14, the railway line and sidings, and the minerals and waste operations will be unsuitable for some forms of development due to noise issues. Other areas will require mitigation.

Other Environmental Impacts

- Consideration will need to be given to air quality associated with the industrial areas and adjacent major roads; dust from the minerals and waste operations; and vibration close to the railway line and sidings. Measures to reduce light pollution from new development will also be required.

Landscape, Ecology and Open Space

- It is important that major high density development is accompanied by landscaping and enhancements to the natural environment and this will be assessed through the development of the AAP. CNFE includes several areas of landscape which, along with their associated biodiversity, should be retained and enhanced, where possible.
- The area contains three notable areas of ecological value that will need to be protected and enhanced: Bramblefields Local Nature Reserve (LNR); the protected hedgerow on the east site of Cowley Road opposite St. John's Innovation Centre, which is a City Wildlife Site; and the First Public Drain, which is a Wildlife Corridor.
- The CNFE area has very limited existing open spaces, and what open space exists, such as the Bramblefields LNR and Nuffield Road allotments, is utilised by the existing

community. The neighbouring East Chesterton Ward has 2.89 hectares of mixed quality protected open space per 1,000 population, which compares poorly with the Council's target of 4.1 hectares per 1,000 population. These deficiencies highlight the importance of open space provision within the CNFE site.

Built Form and Sustainable Construction:

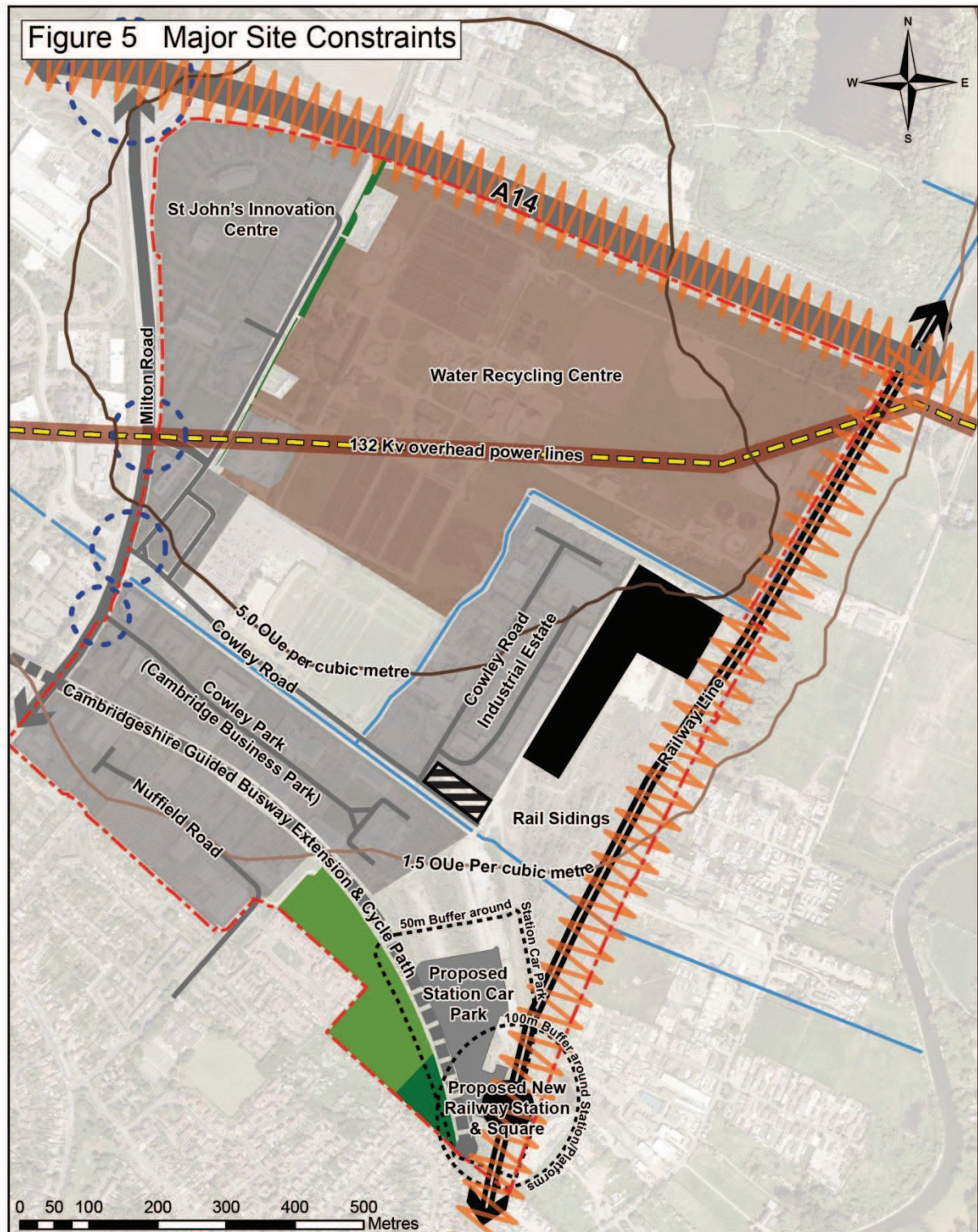
- The scale of development at CNFE will be determined by a range of factors including demand, viability and transport constraints. Consideration will need to be given to the massing of development and its visual impact on the immediate and wider area, and this will be assessed through the development of the AAP. Scale and massing therefore needs to be appropriate for the area and its context.
- There is a need to maintain and where appropriate enhance the overall character and qualities of the skyline of Cambridge, as the city continues to grow and develop into the future. Views and the wider landscape context will be important considerations. Notwithstanding this, the CNFE area is a significant distance from the historic core of the city and within this context there may be an opportunity for the development to include tall buildings depending upon consideration of:
 - consideration of location, setting and context;
 - impact on the historic environment;
 - scale, massing and architectural quality;
 - impacts on amenity and microclimate;
 - public realm; and
 - any implications for Cambridge Airport's Air Safeguarding Zones.
- Development at CNFE will need to complement and enhance the city's character through the use of high quality design that maximises opportunities to support the natural environment with new and existing open spaces.
- The AAP will ensure that development proposals take a holistic approach to sustainable development, integrating the principles of sustainable design and construction into development proposals from the outset.

Infrastructure:

- The following infrastructure that provides important services for Greater Cambridge will need to be taken into account in the AAP and any future development proposals:
 - The WRC;
 - The Cambridge to Ely railway line on the eastern boundary of the site;
 - The strategic aggregates railhead;
 - The 132Kv overhead power line running east to west across the area.
- A network of underground cables and pipes that exists across CNFE is not considered to be a major constraint to development.

Question 8

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?



© Crown copyright and database right 2014. Ordnance Survey Licence number 100019730.

- | | | |
|---|--|---|
| Cambridge Northern Fringe East Area Action Plan Boundary | Existing office and industrial uses | Existing Concrete Batching Plant - contaminated land and noise |
| Existing roads | 50/100m noise buffer surrounding station, platforms & station car park | 132 Kv overhead power lines |
| First Public Drain Watercourse | Traffic capacity and noise impacts from busy junctions | -1.5 OUe per m ³ odour level (acceptable for C3, B1, B2 and B8 uses) |
| Sites of Local Nature Conservation Importance (Informal Open Space) | Potential noise issues from A14 and Railway Line | 1.5+ OUe per m ³ odour level (acceptable for B1, B2, B8 uses) |
| Protected Open Space (Allotments) | Existing aggregates site | 5.0+ OUe per m ³ odour level (acceptable for B2, B8 and Parking uses only) |

7. Development Principles and Redevelopment Options

Development Principles

- 7.1 The development objectives (identified in Chapter 3), informed by the site context and constraints, have been developed into the following more detailed key Development Principles, which will guide policy making and the preparation of the Area Action Plan.

Over-arching objective: TO SECURE THE SUCCESSFUL REGENERATION AND REDEVELOPMENT OF THE CNFE AREA AS A NEW GATEWAY TO AND AREA OF CAMBRIDGE

Objective 1: Deliver a place that supports and fosters a strong new neighbourhood, well integrated with the wider community

- A. Ensure that the needs of existing and future communities who live and work in and around Cambridge Northern Fringe East are met through development and that it is a place that can adapt to meet changing needs over time.
- B. By creating a sustainable, cohesive and inclusive area through improving access to jobs, homes, open space, leisure facilities and other services within the development and to the wider community.

Objective 2: Provide a mix of land uses at densities that make best use of this highly sustainable location and regeneration opportunities

- C. Increase the level of economic activity and vibrancy within Cambridge Northern Fringe East and the wider area, by accommodating an appropriate mix of office, R&D, industrial and other related employment uses supported by a range of commercial, retail, leisure, community and residential uses.
- D. Focus higher density development around the transport hub and along public transport routes, taking account of the wider landscape and townscape context of the area.

Objective 3: Maximise the Employment Opportunities

- E. 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
- F. Manage the release of any redevelopment sites and where possible accommodate the existing businesses elsewhere within the CNFE area.
- G. Support uses which are important to the operation of Greater Cambridge, including the strategic aggregates rail head, and the Water Recycling Centre.

Objective 4: Create a new local centre that meets the needs of the new community and which complements other facilities in the wider area

- H. Create distinctive and well-connected mixed use local centre for Cambridge Northern

Fringe East which provides a range facilities to meet the day to day needs of those live, work and visit the area.

Objective 5: Deliver high quality and well-designed buildings, streets and spaces that responds to the needs of the community and supports regeneration of the wider area

- I. Create a distinctive local identity through development forms appropriate to the area and which create and improve the quality, appearance and function of the public realm.
- J. Ensure the design, scale and location of new buildings help create streets and places that are safe, easy and convenient to navigate around, and which encourage social interaction.

Objective 6: Create an accessible, permeable, well-connected and well-integrated new neighbourhood

- K. Create a gateway development that maximises the potential of the proposed new Railway Station and Cambridge Guided Busway as a transport hub.
- L. Deliver enhanced connections for pedestrians, cyclists, buses, prioritise these modes to encourage a modal shift.

Objective 7: Enhance and protect the natural environment and existing and proposed open spaces

- M. Create a network of green spaces and corridors to protect and enhance biodiversity and watercourses as attractive features, linking into the surrounding area.
- N. Improve the setting of the area from key approaches including the route to the proposed new railway station.
- O. Remediate land contamination.

Objective 8: Encourage a low carbon lifestyle & addressing climate change

- P. Deliver sustainable forms of development, mitigating and adapting to the impacts of climate change.

Question 9

Do you think the Development Principles set out above are appropriate and do you have any suggestions that you would like to see included?

Introduction to Redevelopment Options

- 7.1 The opportunities and constraints identified have informed the preparation of a series of Redevelopment Options, which capture ways in which the area could be regenerated.
- 7.2 A do nothing (baseline) option has been rejected, because it would not meet the Vision and Development Objectives for the area. However, it is a useful starting point for comparing with other redevelopment options in the Interim Sustainability Appraisal which accompanies this document.
- 7.3 Four main Redevelopment Options have been identified. Each option takes a more comprehensive approach to redevelopment than the previous option. These are summarised below:

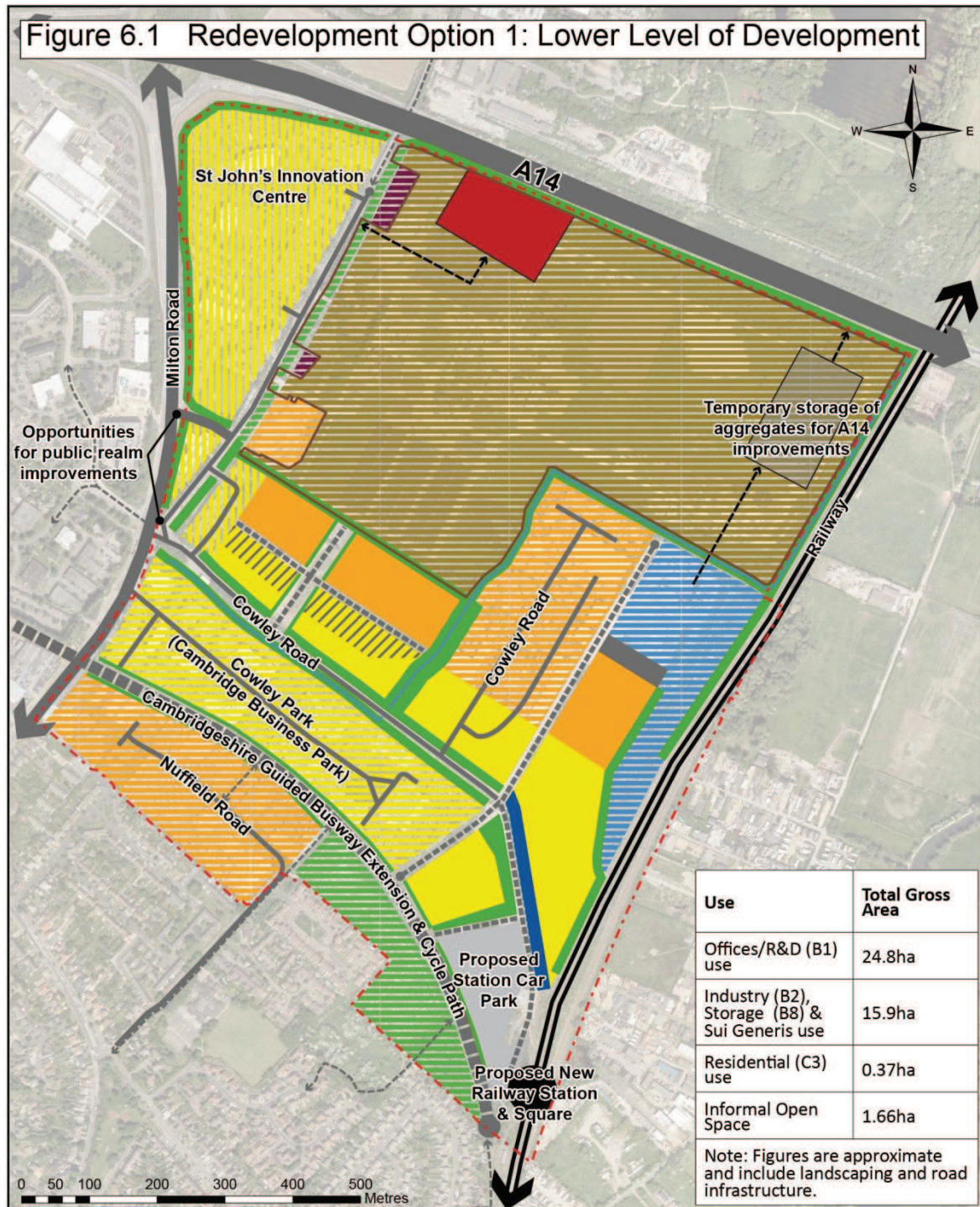
Option 1: Lower Level of Redevelopment – Creates an enhanced ‘Boulevard’ approach to the proposed new railway station, to provide a gateway to Cambridge. Focuses on regeneration of areas of more easily available land, allowing existing business and the Water Recycling Centre to stay, whilst creating a major new area for businesses. This option could be delivered early, but does little to secure the wider regeneration of the area.

Option 2: Medium Level of Redevelopment – Focuses on regeneration of areas of more easily available land, allowing existing business and the Water Recycling Centre to stay. Includes new homes and a local centre near the proposed new railway station, to create a vibrant mixed use area around the gateway. More comprehensive redevelopment improving existing areas south of Cowley Road, to integrate them into the Station area. A new road north of Cowley Road to separate out industrial traffic from the main station access. Option for Nuffield Road industrial area to change to offices / residential. This option could be delivered in the short to medium term.

Option 3: Higher Level of Redevelopment – Reconfiguration of the Water Recycling Centre onto a smaller site, with more indoor or contracted operations, subject to technical, financial and operational deliverability. Would retain the Water Recycling Centre on site but open up options for larger scale employment redevelopment and a mix of other uses. This option is complex and delivery of the full option would be in the longer term. The potential to phase redevelopment to achieve the objective of an early gateway to the proposed new railway station would need to be explored, whilst ensuring that the delivery of the full option is not prejudiced by piecemeal redevelopment. Also in this option, Nuffield Road industrial area is proposed for entirely residential development, with existing industry relocated north of Cowley Road.

Option 4: Maximum Level of Redevelopment - Water Recycling Centre relocated off site, subject to identification of a suitable, viable and deliverable alternative site being identified. This would free up a large area of land for redevelopment, and the opportunity to comprehensively address the area. This option is complex and delivery of the full option would be in the longer term. The potential to phase redevelopment to achieve the objective of an early gateway to the proposed new railway station would need to be explored, whilst ensuring that the delivery of the full option is not prejudiced by piecemeal redevelopment.

- 7.4 The final development is likely to be combination of aspects of more than one option, so as well as giving us your views on the option as a whole, you may wish to comment on individual elements.
- 7.5 The Water Recycling Centre performs a vital infrastructure service for the Greater Cambridge area. No alternative sites for the Water Recycling Centre have been identified at this stage. In the past, relocation has been explored and a viable alternative site was not able to be identified at that time. At this stage views are sought on whether the advantages of the maximum level of regeneration are such that this is the most desirable option. In this case the principle of relocation would need to be explored again.
- 7.6 Both options requiring significant changes to the Water Recycling Centre would present significant delivery issues, and would require time and investment to bring them forward. Development would need to come forward in phases and early opportunities from the delivery of the station due to open in 2016, to create a vibrant and welcoming environment for Cambridge and South Cambridgeshire's residents and visitors, whilst working towards the longer term goals of more comprehensive redevelopment would need to be secured within the strategy of delivering the longer-term vision of regenerating the wider area.
- 7.7 Options also propose different approaches to the Nuffield Road industrial area. These range from no change, redevelopment for office type uses, or redevelopment for housing. You may wish to specifically comment on these issues.
- 7.8 The options have been assessed against the vision, development objectives and development principles and more specifically the five themed areas of: land use, movement, environment/open space, built form and delivery.
- 7.9 Each option provides an estimate of the capacity for development, including how much employment floorspace or residential dwellings would be created. All options include relatively high densities of development, reflecting the location, and reflect experience of similar locations in Cambridge. Higher densities have been included around the proposed new railway station similar to the CB1 development in Cambridge. Note that no account has been taken in these redevelopment options of potential additional floorspace arising from intensification of existing Business/Science Parks or taller buildings.



© Crown copyright and database right 2014. Ordnance Survey Licence number 100019730.

Cambridge Northern Fringe East Area Action Plan Boundary

Proposed roads

Cycle/pedestrian routes

Offices/R&D (B1) use

Existing Offices/R&D (B1) use with potential for plot intensification

Proposed Office/R&D (B1) use

Office/R&D (B1) car parking area only

Existing Industry (B2), Storage (B8) & Sui-Generis uses

Proposed Industry (B2), Storage (B8) & Sui-Generis uses¹

Water Recycling Centre (upgraded)

Existing Residential (C3) use

Boundary of existing Water Recycling Centre

Relocated Concrete Batching Plant

Local Centre

Reconfigured aggregates railhead & sidings

Protected Open Space/City Wildlife Sites

Landscape and Open Space

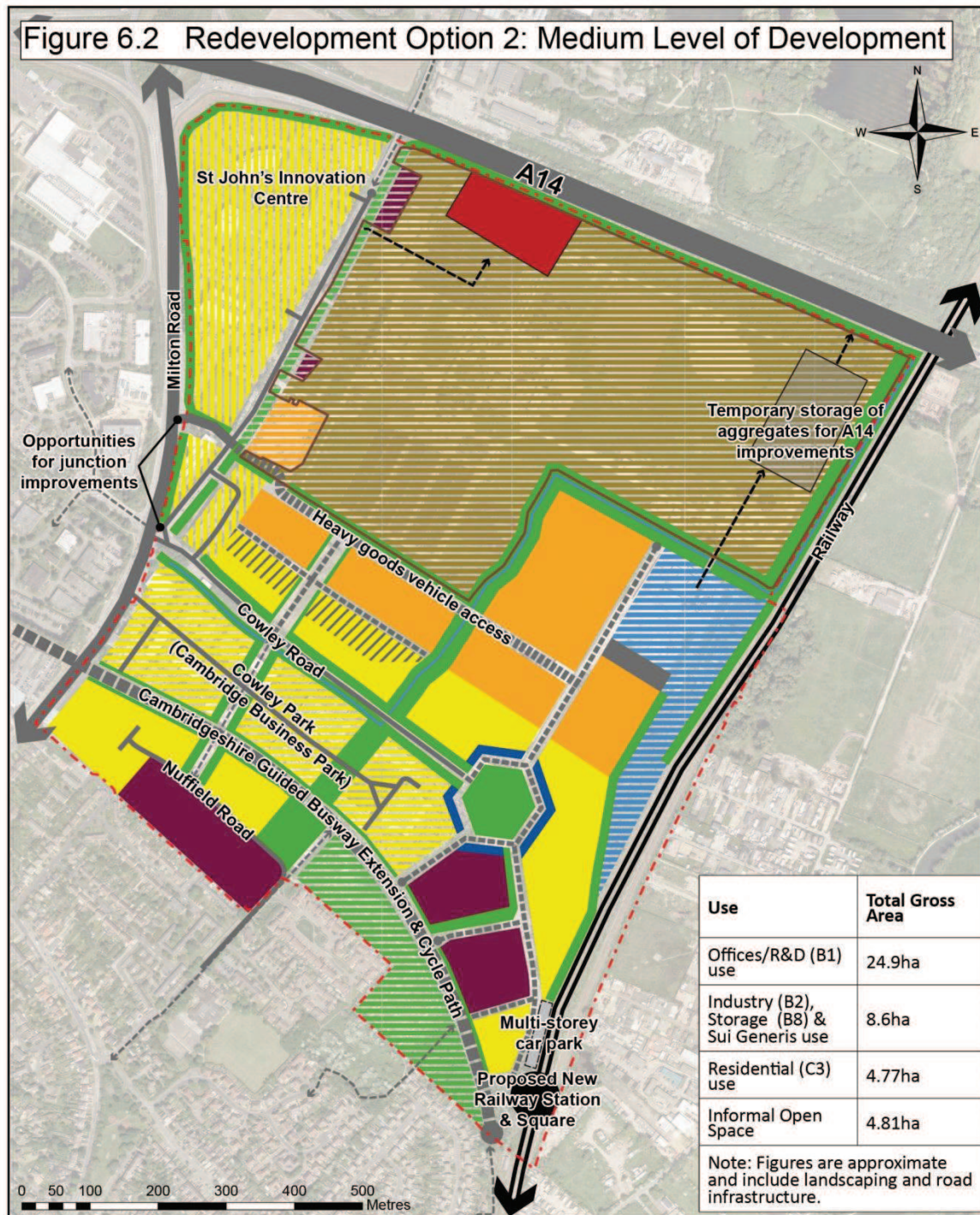
First Public Drain Watercourse

Indicative location for Household Waste Recycling Centre and inert recycling facility²

¹ Could include the relocation of the Veolia Waste Transfer site and relocated B2, B8 and Sui Generis uses.

² Could also be located on B2, B8 & Sui-Generis land in the vicinity of Cowley Road.

<p align="center">OPTION 1 – LOWER LEVEL OF REDEVELOPMENT</p> <p>Enhanced station approach and new employment redevelopment to deliver a gateway to Cambridge. Focus on regeneration of vacant or more easily available land. Would support early delivery, but less comprehensive development of the area.</p> <ul style="list-style-type: none"> • Improvements to Station approach to create green ‘Boulevard’ and activity around the Station • Major new Office / R&D development along Cowley Road and around the new Station • Industry and Warehousing to the rear of Cowley Road • Local services such as small shops or coffee shops, along the Station approach • New Household Waste Recycling Centre on Waste Water Recycling Centre or industrial land 	
<p align="center">LAND USE/COMMUNITY</p> <p>Positive</p> <ul style="list-style-type: none"> • Provides land for additional offices / R&D and industry • Supports existing successful businesses • Regenerates vacant sites in the area • New local services for employers and visitors <p>Negative</p> <ul style="list-style-type: none"> • Retaining Nuffield Road industrial uses continues local traffic issues with heavy goods vehicles • Water recycling centre constrains more comprehensive redevelopment • Limited local services on Station approach fails to create a ‘hub’ for the area • No residential uses means area focused entirely on employment 	<p align="center">MOVEMENT/TRANSPORTATION</p> <p>Positive</p> <ul style="list-style-type: none"> • Minimal changes to existing road network needed • Enhances the approach to the proposed new railway station <p>Negative</p> <ul style="list-style-type: none"> • Heavy reliance on Cowley Road to access all uses in the area • Does not improve pedestrian and cycle access through Cambridge Business Park or across to the Science Park • Traffic impacts on Milton Road and existing junctions need to be addressed.
<p align="center">ENVIRONMENT/OPEN SPACE</p> <p>Positive</p> <ul style="list-style-type: none"> • Creates an enhanced ‘green’ boulevard to the proposed new railway station • Improves green areas and watercourses on the site. <p>Negative</p> <ul style="list-style-type: none"> • Limited land for new open spaces. 	<p align="center">BUILT FORM</p> <p>Positive</p> <ul style="list-style-type: none"> • Retains most existing buildings and uses, which limits disruption to existing firms • Creates business, shops and services along the Station approach <p>Negative</p> <ul style="list-style-type: none"> • Limited redevelopment opportunities possible due to existing constraints
<p align="center">DELIVERY OF VISION</p> <p>Positive</p> <ul style="list-style-type: none"> • Fewer land interests means less complex development • Developments more likely to come forward earlier, following soon after the Station <p>Negative</p> <ul style="list-style-type: none"> • Will not deliver such a major regeneration or vision for wider area 	
<p align="center">POSSIBLE OUTPUTS FROM THIS KIND OF OPTION</p> <p align="center">Offices/R&D: +7.7 hectares (+162,000m² and up to 13,600 jobs); Industry/Storage: +0.2 hectares; Residential: 0 Hectares (0 dwellings); New informal open space: +1.2 hectares</p>	



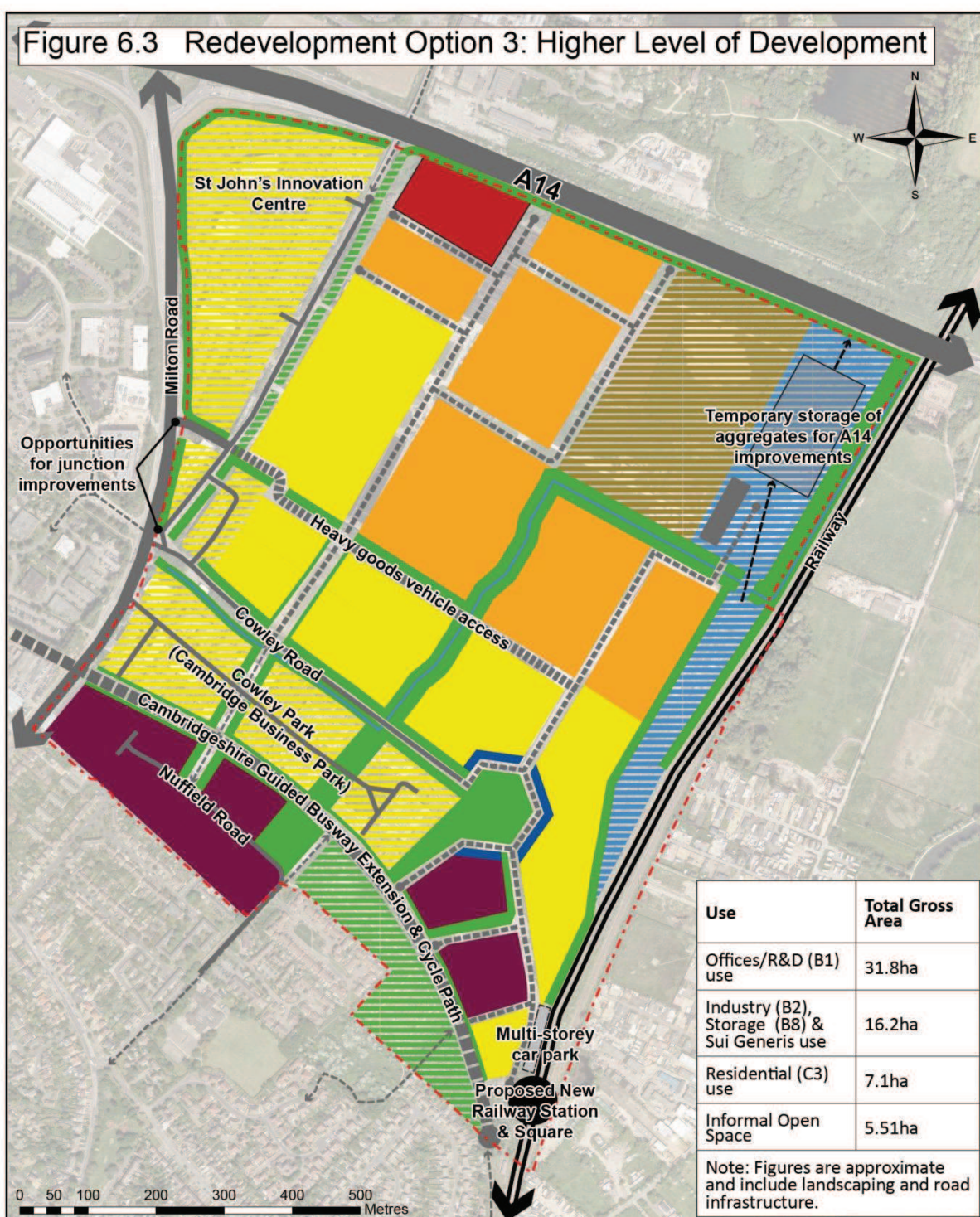
© Crown copyright and database right 2014. Ordnance Survey Licence number 100019730.

- | | | |
|---|--|--|
| Cambridge Northern Fringe East Area Action Plan Boundary | Existing Industry (B2), Storage (B8) & Sui-Generis uses | Boundary of existing Water Recycling Centre |
| Proposed roads | Proposed Industry (B2), Storage (B8) & Sui-Generis uses ¹ | Reconfigured aggregates railhead & sidings |
| Cycle/pedestrian routes | Existing Residential (C3) use | Protected Open Space/City Wildlife Sites |
| Existing Offices/R&D (B1) use | Proposed Residential (C3) use | Landscape and Open Space |
| Existing Offices/R&D (B1) use with potential for plot intensification | Water Recycling Centre (upgraded) | First Public Drain Watercourse |
| Proposed Offices/R&D (B1) use | Relocated Concrete Batching Plant | Indicative location for Household Waste Recycling Centre and inert recycling facility ² |
| Offices/R&D (B1) use car parking area only | Local Centre | |

¹ Could include the relocation of the Bus Depot and Veolia Waste Transfer site and relocated B2, B8 and Sui Generis uses.

² Could also be located on B2, B8 & Sui-Generis land in the vicinity of Cowley Road.

OPTION 2 – MEDIUM LEVEL OF REDEVELOPMENT	
<p>Slightly more comprehensive regeneration still focused on areas of more easily available land. Residential development and local centre near station. Intensification and redevelopment of existing developed areas, creating more employment development opportunities. Would support early delivery, but less comprehensive development than other options.</p> <p>As option 1, but:</p> <ul style="list-style-type: none"> • Station car park replaced with multi-storey, to free up space for development • High density residential development near the new Station • More substantial local centre around a new public open space, providing a greater range of shops and services • Further improved cycle and pedestrian links through the area, linking Nuffield Road to Cowley Road • Creation of a Green Corridor of open space crossing the site • Intensification of development of existing industrial / office areas to make best use of these areas • New heavy goods vehicle route to serve industrial / storage areas north of Cowley Road • Redevelopment of Nuffield Road Industrial Estate for offices / residential 	
<p>LAND USE/COMMUNITY</p> <p>Positive</p> <ul style="list-style-type: none"> • Provides more land for additional Office /R&D uses • Residential uses, a larger local centre and new public open spaces create a more balanced neighbourhood, and activity at different times of the day • Intensification makes best use of land whilst maintaining existing buildings and businesses <p>Negative</p> <ul style="list-style-type: none"> • Need to relocate larger number of existing employment uses, particularly from Nuffield Road • Overall reduction in land area for Industry / Warehousing • Residential uses around the station are 'cut off' from neighbouring residential areas • Water Recycling Centre constrains more comprehensive redevelopment 	<p>MOVEMENT/TRANSPORTATION</p> <p>Positive</p> <ul style="list-style-type: none"> • Dedicated heavy goods vehicle route separates lorries from traffic going to the Station • Further improves the approach to proposed new Railway Station • Better movement across the area for cyclists / pedestrians <p>Negative</p> <ul style="list-style-type: none"> • Potential traffic impact on Milton Road and existing junctions due to amount of development
<p>ENVIRONMENT/OPEN SPACE</p> <p>Positive</p> <ul style="list-style-type: none"> • Further enhances 'green' boulevard to the new Station • Significant new open space at the heart of the area • Improves connections between green areas and wildlife sites • Improved setting and approach to Cambridge <p>Negative</p> <ul style="list-style-type: none"> • Residential uses require noise mitigation 	<p>BUILT FORM</p> <p>Positive</p> <ul style="list-style-type: none"> • Potential to create activity and development fronting onto key routes <p>Negative</p> <ul style="list-style-type: none"> • Visual impact of multi-storey car park on edge of the development will need to be considered
<p>DELIVERY OF VISION</p> <p>Positive</p> <ul style="list-style-type: none"> • More land interests and greater complexity of development, but still potential for early delivery <p>Negative</p> <ul style="list-style-type: none"> • Relocation of businesses affected by loss of industrial land • Cost of multi-storey car park to replace surface car parking at the station • Will not deliver such a major regeneration or vision for wider area 	
<p>POSSIBLE OUTPUTS FROM THIS KIND OF OPTION</p> <p>Offices/R&D: +7.8 hectares (+180,000m² and up to 15,100 jobs); Industry/Storage: -7.1 hectares net; Residential +4.4 hectares (300 dwellings near Station, 140 Dwellings at Nuffield Road); New Informal open space: +4.3 hectares</p>	



© Crown copyright and database right 2014. Ordnance Survey Licence number 100019730.

Cambridge Northern Fringe East Area Action Plan Boundary

Proposed roads

Cycle/pedestrian routes

Existing Offices/R&D (B1) use with potential for plot intensification

Proposed Offices/R&D (B1) use

Existing Industry (B2), Storage (B8) & Sui-Generis uses

Proposed Industry (B2), Storage (B8) & Sui-Generis uses¹

Existing Residential (C3) use

Proposed Residential (C3) use

Water Recycling Centre (Indoor and contracted)

Relocated Concrete Batching Plant

Local Centre

Reconfigured aggregates railhead & sidings

Protected Open Space/City Wildlife Sites

Landscape and Open Space

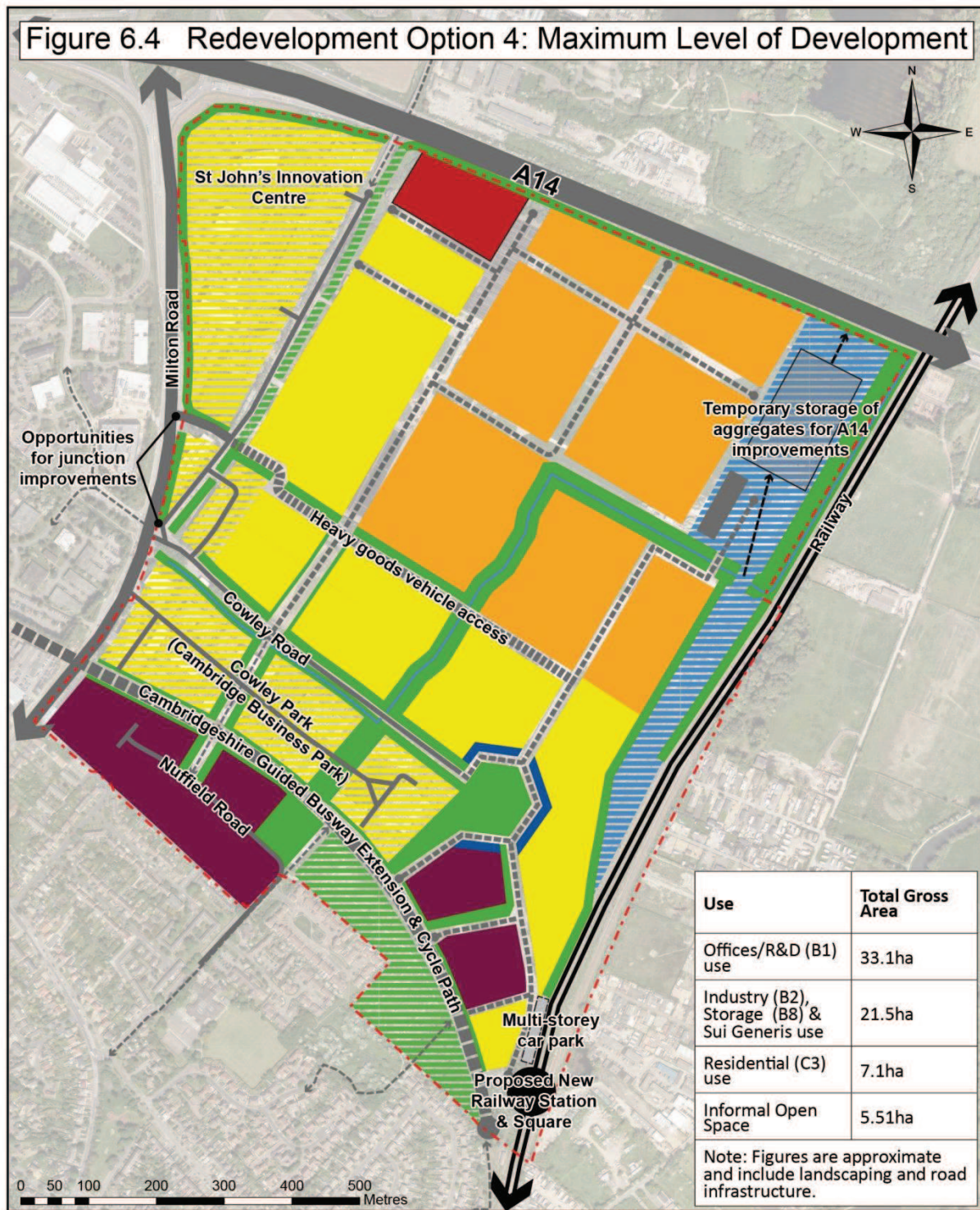
First Public Drain Watercourse

Indicative location for Household Waste Recycling Centre and inert recycling facility²

¹ Could include the relocation of the Bus Depot and Veolia Waste Transfer site and relocated B2, B8 and Sui Generis uses.

² Could also be located on B2, B8 & Sui-Generis land in the vicinity of Cowley Road.

<p align="center">OPTION 3 – HIGH LEVEL OF REDEVELOPMENT</p> <p>Reconfiguration of the Water Recycling Centre onto a smaller site, with more indoor/contracted operations. Would free up some land for redevelopment, but technical / financial / operational constraints need further exploration to see if delivery is viable.</p> <p>As option 2 but:</p> <ul style="list-style-type: none"> • Water Recycling Centre upgrade to reduce site area and reduce environmental constraints • Significant increase in land for new Offices / R&D, and Industrial / Storage development • New north south vehicular route to connect new developments • Redevelopment of Nuffield Road Industrial Estate for housing 	
<p align="center">LAND USE/COMMUNITY</p> <p>Positive</p> <ul style="list-style-type: none"> • Reduction of Water Recycling Centre site frees up land for development • Allows more land to be used for office / R&D and other uses • Complete redevelopment of Nuffield Road will create more comprehensive new neighbourhood <p>Negative</p> <ul style="list-style-type: none"> • Reduction of Water Recycling Centre site may prove impracticable • Need to relocate existing business uses (but there is capacity on site) • Residential uses around the station are 'cut off' from neighbouring residential areas (but potential to vary option to include more residential) 	<p align="center">MOVEMENT/TRANSPORTATION</p> <p>Positive</p> <ul style="list-style-type: none"> • New road parallel to Cowley Road (north-south route) creates a more accessible and better connected layout for this larger regeneration • Residential redevelopment of Nuffield Road will remove industrial traffic from the road and improve amenity of adjacent residential areas <p>Negative</p> <ul style="list-style-type: none"> • Potential traffic impact on Milton Road and existing junctions due to larger amount of development
<p align="center">ENVIRONMENT/OPEN SPACE</p> <p>Positive</p> <ul style="list-style-type: none"> • More opportunities for additional open space <p>Negative</p> <ul style="list-style-type: none"> • Moves aggregate sidings nearer to watercourse, pollution risks would need to be carefully managed 	<p align="center">BUILT FORM</p> <p>Positive</p> <ul style="list-style-type: none"> • Greater potential for intensification of uses on existing sites (due to reduced environmental constraints) • Location of residential development next to proposed new railway station and local centre is very sustainable • Compact residential use with complimentary uses will create a more balanced use of land <p>Negative</p> <ul style="list-style-type: none"> • Need to overcome possible conflict of uses between railhead and associated sidings with adjacent B1 Office/R&D uses. Matters to consider may include noise and dust.
<p align="center">DELIVERY OF VISION</p> <p>Positive</p> <ul style="list-style-type: none"> • More comprehensive redevelopment of the area, and greater opportunities to deliver the vision and meet development needs of Greater Cambridge <p>Negative</p> <ul style="list-style-type: none"> • Dependent on upgrade of Water Recycling Centre, financial and technical issues make delivery difficult • Some parts of the development more likely to come forward later 	
<p align="center">POSSIBLE OUTPUTS FROM THIS KIND OF OPTION</p> <p align="center">Offices/R&D: +14.7 hectares (+307,000m² and up to 25,800 jobs); Industry/Storage: +0.5 hectares net; Residential +6.7 hectares (300 dwellings near Station, 330 dwellings near Nuffield Road); New informal open space: +5.0 hectares</p>	



© Crown copyright and database right 2014. Ordnance Survey Licence number 100019730.

Cambridge Northern Fringe East Area Action Plan Boundary

Proposed roads

Cycle/pedestrian routes

Existing Offices/R&D (B1) use with potential for plot intensification

Proposed Offices/R&D (B1) use

Existing Industry (B2), Storage (B8) & Sui-Generis uses

Proposed Industry (B2), or Distribution (B8) & Sui-Generis uses¹

Existing Residential (C3) use

Proposed Residential (C3) use

Relocated Concrete Batching Plant

Local Centre

Reconfigured aggregates railhead & sidings

Protected Open Space/City Wildlife Sites

Landscape and Open Space

First Public Drain Watercourse

Indicative location for Household Waste Recycling Centre and inert recycling facility²

¹ Could include the relocation of the Bus Depot and Veolia Waste Transfer site and relocated B2, B8 and Sui Generis uses.

² Could also be located on B2, B8 & Sui-Generis land in the vicinity of Cowley Road.

<p>OPTION 4 – MAXIMUM LEVEL OF REDEVELOPMENT</p> <p>Water Recycling Centre relocated off site. This would allow comprehensive development of the wider area, but relocation / technical / financial / operational constraints need further exploration to confirm whether delivery is viable. Full delivery is complex and would be in the longer term. The potential to phase redevelopment to achieve the objective of an early gateway to the proposed new railway station would need to be explored, whilst ensuring that the delivery of the full option is not prejudiced by piecemeal redevelopment.</p> <p>As Option 3 but:</p> <ul style="list-style-type: none"> Relocation of the Water Recycling Centre off site (an alternative site has not been identified) Maximises capacity for redevelopment, particularly new Offices / R&D 	
<p>LAND USE/COMMUNITY</p> <p>Positive</p> <ul style="list-style-type: none"> Relocation of Water Recycling Centre offsite enables comprehensive redevelopment of the area Provides land for even more Office/ R&D, and Industrial / Storage <p>Negative</p> <ul style="list-style-type: none"> Possible imbalance between land uses (e.g. residential is a minor component overall) Need to find an alternative viable site for Water Recycling Centre 	<p>MOVEMENT/TRANSPORTATION</p> <p>Positive</p> <ul style="list-style-type: none"> Expanded block layout creates a more accessible and better connected layout for this larger redevelopment option <p>Negative</p> <ul style="list-style-type: none"> Potential traffic impact on Milton Road and existing junctions due to larger amount of development
<p>ENVIRONMENT/OPEN SPACE</p> <p>Positive</p> <ul style="list-style-type: none"> More opportunities for additional open space <p>Negative</p>	<p>BUILT FORM</p> <p>Positive</p> <ul style="list-style-type: none"> Opportunity for a more comprehensive scheme and flexible built form <p>Negative</p>
<p>DELIVERY OF VISION</p> <p>Positive</p> <ul style="list-style-type: none"> More comprehensive redevelopment of the area, and greater opportunities to deliver the vision and meet development needs of Greater Cambridge <p>Negative</p> <ul style="list-style-type: none"> Dependent availability of alternative site and funding replacement Water Recycling Centre Some parts of the development more likely to come forward later 	
<p>POSSIBLE OUTPUTS FROM THIS KIND OF OPTION</p> <p>Offices/R&D: +16.0 hectares (+328,000m² and up to 27,600 jobs); Industry/Storage: +5.8 hectares net; Residential +6.7 hectares (300 dwellings near Station, 330 dwellings at Nuffield Road); New informal open space: +5.0 hectares</p>	

Redevelopment Options Selection

Question 10

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.

Question 11

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.

Question 12

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.

Question 13

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.

Question 14

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?

8. POLICY OPTIONS

OVERALL

LAND USES

- 8.1 The AAP will need to include a policy which expresses the chosen land use approach, for example setting out the amount and type of employment, residential or other land uses.
- 8.2 As this will depend which Redevelopment Option or combination of elements are chosen following this public consultation, a policy has not been proposed here, but will be included in the draft AAP for comment at the next stage of plan making.

PLACE MAKING, GATEWAY AND BUILDING DESIGN

Introduction

- 8.3 Designing a significant new place and making it sustainable requires a coherent design approach and very clear basic design principles.
- 8.4 This chapter will include urban design policies to require the formulation of a detailed design strategy to inform the general layout, scale and distribution of different uses (including public realm and civic spaces), and establish how the built form (in terms of design, scale, density, landmark buildings and width of streets) will help to create a place of real character and quality that functions well.

PLACE AND BUILDING DESIGN

PROPOSED APPROACH:

For the CNFE AAP to adopt the following [Cambridge Local Plan 2014: Proposed Submission](#) policies on place and building design.

Policy 55: Responding to context

Policy 56: Creating Successful places

Policy 57: Designing new buildings

Policy 59: Designing landscape and the public realm

Question 15

What design features do you think would make the new development a desirable place to work, live and visit?

DENSITY AND BUILDING DESIGN/HEIGHTS

Densities

- 8.5 The development of the proposed new railway station/bus interchange provides an opportunity for the CNFE area to be built at high density level. However, a range of amenity, commercial, design, environmental, and legal and property considerations will need to be taken into account to ensure an appropriate form of development at the right density is built. This includes, landscape and townscape impacts, residential amenity, parking requirements, building heights and layout, open space standards and water related issues, and legal and property constraints.

DENSITIES:

PROPOSED APPROACH:

The overall densities to be provided following a design-led approach reflecting the sustainable location and especially around the proposed new railway station interchange. The required density for employment and residential uses on a given site will need to have regard to its wider context, demand and supply consideration, viability and other policies of this plan.

Question 16

Do you support the proposed option, and what comments do you have on the proposed density policy?

Tall Buildings and Skyline

- 8.6 The Redevelopment Options for the CNFE provide wide scope for new development density. Future masterplanning and detailed design for the CNFE area needs to be informed by a policy for tall buildings and skyline. Further landscape and visual assessments on the landscape, building heights and skyline will be undertaken to inform the Proposed Submission version of the Area Action Plan.

TALL BUILDINGS AND SKYLINE:

PROPOSED APPROACH:

Developments in the Cambridge Northern Fringe AAP area should be in accordance with Policy 60 and Appendix F on Tall Buildings and Skyline in the [Cambridge Local Plan 2014: Proposed Submission](#).

Question 17

Do you support the proposed approach on Tall Buildings and Skyline?

Building Heights

- 8.7 The proposed new railway station creates the focus of a new transport interchange and with it the opportunity to use land efficiently and think about the potential for higher densities to take advantage of the sustainable location. Recent development around Cambridge Station at CB1 has combined mixed use retail, office, residential and student accommodation to deliver high quality and high density development around the transport interchange. Such a development at CNFE has the potential to reduce pressure on the City Centre and historic core.
- 8.8 As an opportunity area, CNFE has the potential to deliver a new neighbourhood with a range of mixes and uses appropriate to creating an active and vibrant community. Given the scale of the land available, consideration needs to be given to aspects that may influence the character of future development. The overall scale and massing of proposals will be subject to detailed design as part of future masterplanning to include assessment of the visual impact of proposals, but at this stage it would be useful to gauge opinion regarding the overall acceptable height of development and whether there is the opportunity to allow for some taller buildings as part of the development.
- 8.9 Clearly any development at CNFE will need to take a design-led approach that will take account of the site context, including site boundaries and views into and out of the site in order to safeguard the skyline and setting and uniqueness of Cambridge and in particular the historic core. The options below are intended to explore whether there is an appetite for taller buildings.

BUILDING HEIGHTS:

PROPOSED OPTIONS:

Option A. Mixed use development of up to 4 commercial storeys*(16m) to continue the scale and form of development on the Cambridge Business Park and adjacent residential areas.

Option B. Mixed use development of up to 6 commercial storeys*(24m) to allow development to be intensified and create more flexibility in the overall masterplanning of CNFE, with occasional taller 'landmark' buildings around the new station and at other key 'nodal' points (such as at Cambridge Station/CB1 area).

Option C. A more radical form of mixed use development that would not prescribe maximum overall heights and may allow significantly taller forms of development across the site but mainly centred on the transport interchange.

*Note: Storey heights will be influenced by whether the development is residential or commercial. Residential storey heights are assumed to be 3m floor to floor and commercial are assumed to be 4m floor to floor.

Question 18

Thinking about the future character of this redevelopment area which option do you prefer and what should be the maximum height?

EFFECTIVE INTEGRATION WITH THE WIDER AREA

- 8.10 The new development should have an identity and make a positive statement of its own. However, it should not be designed in isolation of the surrounding area and communities. For example, there is a need to balance the desire to integrate the new development with the wider city with the need to minimise any negative impacts on existing residents or occupiers.

BALANCED AND INTEGRATED COMMUNITIES – EFFECTIVE INTEGRATION WITH THE WIDER AREA:

PROPOSED APPROACH:

The CNFE development should be comprehensive in its own right, but to be truly successful measures should be taken to ensure it is also effectively integrated with the wider communities.

This should include measures to achieve:

- Better integration with the wider area
- Welcoming entrances to the area
- Convenient access to new facilities in the development
- Improved signage
- Accessible local services and facilities, through new facilities or improvements to nearby facilities
- Social spaces that support the needs of workers and residents

Question 19

Do you support the measures proposed to integrate the area with the surrounding communities, and do you have any further suggestions?

EMPLOYMENT

- 8.11 Regeneration of the area has the potential to enhance the role of the northern fringe as an employment hub for Greater Cambridge. The high level of accessibility provided by the proposed new Railway Station and Guided Busway means that high densities, comparable with new developments near the existing Cambridge railway station, are possible.
- 8.12 The Employment Land Review (2012) prepared to support the Councils Local Plans identified two areas of pressure and high demand for employment space in Cambridge, the City Centre and the northern fringe around the Science Park. The development of this area will help respond to the market, and deliver new buildings in a highly accessible location.

- 8.13 The opportunities have been highlighted further by the Cambridge Northern Fringe East Area Action Plan Employment Options Study (2014) prepared to support this Action Plan. The area presents a significant opportunity to support the clustering of related businesses in high technology sectors and related businesses that have developed in Greater Cambridge.
- 8.14 The area should meet the needs of a range of users. Cambridge firms come in a range of sizes, from start-ups with a few individuals, to major firms with hundreds of employees. Many high technology firms carry out research and development (R&D) in office like buildings. However, there is also demand for specialist laboratory space, alongside office uses.
- 8.15 The delivery of the office / R&D development will depend on the availability of the specific sites and the demand for space at the time. It is possible that some of the office development could take place after 2031 and therefore also meet the needs of future plan periods. A flexible approach will be desirable.
- a. New Employment Uses*
- 8.16 The employment use policy should encourage a range of employment opportunities to meet the needs of different businesses and to maximise the potential of successful clusters in the area.

NEW EMPLOYMENT USES:

PROPOSED APPROACH:

1. Development proposals should support the development of employment clusters in the following Cambridge specialist sectors:
 - a. Computer services;
 - b. Electronic engineering;
 - c. High-technology manufacturing;
 - d. Information technology / telecommunications;
 - e. Biotechnology and Biomedical
 - f. Research and development;
 - g. Clean Technology;
 - h. Nanotechnology and advanced materials;
 - i. Business, financial and professional services;
 - j. Other locally driven clusters as they emerge.
2. The area should deliver a flexible range of unit types and sizes, including for start-ups, and Small and Medium Sized Enterprises (SMEs).
3. Make provision for Hybrid buildings capable of a mix of uses, incorporating offices and manufacturing uses.

4. The area should include provision for Commercial Laboratory space.

Question 20

Do you broadly agree with the above policy approach, and what kinds of employment should be included?

b. Shared Social Space

8.17 Studies have shown that employment areas require complementary social and support facilities if they are to achieve the full potential of the area. The Redevelopment Options detailed early propose a local centre which could provide this sort of use.

The following policy encourages this provision.

SHARED SOCIAL SPACE:

PROPOSED APPROACH:

Small-scale leisure, eating and social hub facilities will be encouraged to enhance the vitality and attractiveness of the area where;

1. The use is ancillary or complementary to existing or proposed B-Use Classes, and supports the functionality of the employment area;
2. The use will not have unacceptably adverse effects on existing businesses or future business use of the site;
3. The facility is intended primarily to meet the needs of workers in the area, and does not attract significant levels of visitor traffic into the area.

Question 21

Do you support the proposed policy on shared social space, and do you have any comments?

c. Change of Use from employment to residential

8.18 The aim of the AAP is to create a new employment hub for Greater Cambridge. Flexibility in the planning system to allow change of use to residential without planning permission (through a prior approval process) could potentially undermine this vision.

8.19 To reinforce the importance of this area, the Councils could seek to protect the area for employment. This could be done through an Article 4 Direction, which would require change of use to residential to require planning permission. The AAP could also include a policy seeking to protect employment uses.

CHANGE OF USE FROM OFFICE TO RESIDENTIAL OR OTHER PURPOSES:

PROPOSED OPTIONS:

Option A. Do not include specific policies to protect employment uses beyond normal

planning rules

Option B. Take steps to protect new employment development in this area (such as through an Article 4 Direction)

Question 22

Which option do you prefer and why?

d. Cambridge Science Park

- 8.20 We asked earlier whether the Area Action Plan should be extended to include the Cambridge Science Park. The [Proposed Submission South Cambridgeshire Local Plan](#) Policy E/1 supports employment proposals for employment development and redevelopment where they enable the continued development of the Cambridge Cluster of high technology research and development companies. Appropriate policies in the Area Action Plans policies could be applied to the Science Park.

CAMBRIDGE SCIENCE PARK:

PROPOSED OPTIONS:

Option A: Do not include additional policy guidance for Cambridge Science Park

Option B: Provide similar employment policies which apply the Cambridge Science Park, to aid consideration of intensification proposals.

Question 23

Should the principles in these apply to the Cambridge Science Park, and do you have any comments?

e. The Future of Nuffield Road Industrial Estate

- 8.21 There is limited industrial land in the city so the Nuffield Road industrial area serves an important purpose and would not want the businesses or jobs to be lost from the city. However, vehicular access is solely through residential areas off Green End Road. Local residents have expressed concern about this access and have sought an alternative access to be provided. This appears unlikely, but another option could be change the use of the area to something more compatible (office or residential) providing space is available elsewhere in the comprehensive CNFE redevelopment option to accommodate the existing industrial businesses.
- 8.22 The options are included in the Redevelopment Options earlier in the document, but this option seeks comments specifically on the options for this site.

CHANGE OF USE FROM INDUSTRIAL TO OTHER PURPOSES AT NUFFIELD ROAD:

PROPOSED OPTIONS:

Option A: Retaining the existing industrial land use designations in the Nuffield Road area.

Option B: Release of employment land in the Nuffield Road area for office uses and seeking to accommodate those existing business uses elsewhere within the CNFE area
and/or

Option C: Release of employment land in the Nuffield Road area for residential uses and seeking to accommodate those existing business uses elsewhere within the CNFE area.

Question 24

Which option do you prefer and why?

f. Wider Employment Benefits

8.23 It is important that the new development results in a balanced and integrated community where both the existing and new residents and employees in both districts benefit. Policies are proposed to share the city's prosperity through greater opportunities for employment and skills learning and address the shortage and access to housing through the building more affordable housing.

BALANCED AND INTEGRATED COMMUNITIES - WIDER EMPLOYMENT BENEFITS:

PROPOSED APPROACH:

Developments should provide training and employment opportunities for local people, maximise the proportion of goods and services procured locally, and open up supply chain opportunities for local businesses.

Examples could include:

- Linking training opportunities within the AAP area directly to match local demand to promote local jobs for local people.
- Making sure that the residents in the wider area have the right skills and information to be able to gain employment outside the city.
- Improving access to training, advice and information aimed at reducing barriers to employment through a for example incorporating these facilities into community facilities within the AAP area.

Question 25

Should provision be made for local employment opportunities in the Plan area, and what policies and proposals could be promoted through the AAP to support local jobs for local people and reduce barriers to employment in the area?

g. Hotel and Conferencing Facilities

- 8.24 The need for hotels in the Cambridge area was explored during preparation of the Local Plans, and there is sufficient supply in the pipeline to meet need generally until 2031. However, the proposed new Railway Station and large number of businesses in the area could mean a hotel is desirable in this location.

HOTEL & CONFERENCING FACILITIES:

PROPOSED OPTIONS:

Option A: Do not make provision for a hotel in the Cambridge Northern Fringe East.

Option B: Include provision for a hotel as part of the mixed-use development of land around the proposed new Railway Station.

Option C: Include provision for a hotel and conference facilities as part of the mixed-use development of land around the proposed new Railway Station.

Question 26

Which option regarding hotel provision do you support and why?

HOUSING

a) Housing Mix

- 8.25 Developments should include a balanced mix of dwelling sizes (measured by the number of bedrooms to be provided in each dwelling), types and tenures to meet projected future household needs within Cambridge. The mix of dwellings and tenure types should also have regard to the differing needs for different unit sizes of affordable housing and market housing and to the council's Affordable Housing Supplementary Planning Document in force at the time planning permission is applied for.

BALANCED AND INTEGRATED COMMUNITIES - HOUSING MIX:

PROPOSED APPROACH:

Deliver a balanced mix of dwelling sizes, types and tenures to meet projected future household need within Cambridge.

Question 27

Do you support the proposed option, and what types and sizes of houses should be within the CNFE area?

b) Affordable housing

- 8.26 Greater Cambridge has a significant housing need. It is proposed that the City Council's affordable housing policies will be the basis for the CNFE AAP. This requires 40% of dwellings on large schemes to be affordable, which is the same basic requirement as proposed in the South Cambridgeshire Local Plan.

AFFORDABLE HOUSING REQUIREMENT :

PROPOSED APPROACH:

Affordable housing targets in the CNFE area should reflect Cambridge's planning policies.

Question 28

Do you support the use of Cambridge City Council's affordable housing requirements for the whole CNFE area, if so why?

c) Private Rented Accommodation

- 8.27 Recently there have been market moves to actively provide more private rented accommodation in new developments and new models of this are emerging, particularly in London. The AAP could specifically seek to encourage provision of this type of accommodation. Further investigations will be needed into the available delivery models, the financial considerations, and fundamentally the implications for place making and economic/social mix of the future residential community.

PRIVATE RENTED ACCOMMODATION:

PROPOSED OPTIONS:

Option A: Allow the market to deliver private rented accommodation in response to demand, and do not provide guidance in the AAP

Option B: Seek to encourage the delivery of private rented sector accommodation

Question 29

Which policy option on private rented accommodation do you prefer and why?

d) Student Housing

- 8.28 The market has expressed interest in the provision of student housing in the CNFE area. Views are sought on the approach that should be taken in the area. The need for and implications of student accommodation in this area will need to be further investigated.

STUDENT HOUSING:

PROPOSED OPTIONS:

Option A: Do not include student accommodation

Option B: Set a limit on the number of student rooms that would be allowed in the CNFE area, e.g. 20% of the new population.

Option C: No limit - Introduce a new policy to require student accommodation proposals to demonstrate how the benefits could outweigh the possible negative impacts and how potential impacts would be mitigated.

Option D: Specifically identify suitable locations for student accommodation.

Question 30

Which policy option on Student Housing do you prefer and why?

SERVICES AND FACILITIES

COMMUNITY FACILITIES AND RELATED SMALL SCALE RETAIL/LEISURE USES

Community, Retail and Leisure Uses

- 8.29 It is important that the main employment and residential uses are complemented by a range of other uses that are needed to meet local needs, and create a vibrant neighbourhood.
- 8.30 This will need to consider a range of uses, dependent on the mix of uses in the selected Redevelopment Option, including:
- Community
 - Cultural
 - Social
 - Health
 - Retail
 - Leisure/Recreational

PROVISION OF SERVICES AND FACILITIES:

PROPOSED APPROACH:

Development at Cambridge Northern Fringe East will provide an appropriate level and type of high quality services and facilities in suitable locations to meeting the needs of future residents, employees and visitors.

These should:

4. Be delivered when needed, so that they are available to meet the needs of all phases of development.
5. Be provided on site where they are needed
6. Take opportunities for co-location of facilities, providing multifunctional and flexible spaces
7. Be supported by appropriate management and maintenance arrangements, to ensure their long-term viability.

Planning applications should be accompanied by Strategies prepared in consultation with stakeholders, identifying needs and how they will be met.

Question 31

Do support the proposed policy approach and why?

New Local Centre

- 8.31 The Redevelopment Options all include a local centre of varying size as a focal point for the area. The role of the local centre will be to meet needs of those living, working and visiting the area, creating a social hub for the area.

NEW LOCAL CENTRE:

PROPOSED APPROACH:

1. Where appropriate, all services and facilities will be provided in a single local centre at the heart of the development and located on the main green boulevard to the proposed new station.
2. New retail provision should be part of the local centre and appropriate in scale and nature to meet local needs. It should complement rather than undermine the vitality and viability of nearby centres and the station proposals having regard to the hierarchy of centres in Cambridge and the wider South Cambridgeshire area.
3. Employment and residential uses may be provided on upper floors of the local centre providing they are of an appropriate scale and are part of mixed-use schemes with active frontage uses where practicable at ground floor level.

Question 32

Do you support the proposed policy approach to the new local centre, and why?

OPEN SPACE

Landscape and Ecological features and Open Space

- 8.32 Cambridge Northern Fringe East includes a number of ecological features which support wildlife. As well as protecting these features, the Redevelopment Options highlighted a range of opportunities to connect and enhance these areas as part of a wider Green Infrastructure network. Dependent on the chosen option, these will be reflected in the AAP.
- 8.33 People using the area will need new open spaces to relax and play. Both the Councils' plans include minimum open space standards, which require new open space to accompany new developments.
- 8.34 Given the site's location, it is proposed to apply Cambridge's open space standards to developments in the entire AAP area. A similar approach has been taken to some other cross boundary urban fringe developments.

OPEN SPACE

PROPOSED OPTIONS:

Developments in the Cambridge Northern Fringe AAP area should meet the Cambridge City Council proposed Open Space Standards as set out in Policy 68 and Appendix I of the [Cambridge Local Plan 2014: Proposed Submission](#).

Question 33

Do you support the approach to open space standards?

TRANSPORT

KEY TRANSPORT AND MOVEMENT PRINCIPLES

- 8.35 The County Council's Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) and Local Transport Plan (LTP3) will guide the transport policy for the wider area, particularly with regards to promoting non-car modes of travel, and keeping traffic levels in the city at current levels.
- 8.36 To complement this approach and create a sustainable development, the AAP policies will need to encourage most journeys within the site to be made by foot and cycle and to promote good links beyond the site by public transport, walking and cycling.
- 8.37 Several site specific policy options and some further general policy options based on the Cambridge and South Cambridgeshire Local Plans 2014 Proposed Submissions are also proposed.

- 8.38 The promotion of Sustainable Travel is important both in its own right and for the delivery of the CNFE area due to the capacity constraints of the wider area. It is therefore important to set out some key transport and movement principles.

KEY TRANSPORT AND MOVEMENT PRINCIPLES:

PROPOSED APPROACH:

The following key transport and movement principles are proposed:

- To maximise the permeability of the area – both within and with adjoining areas
- To develop integrated transport system between modes
- To promote public transport, walking, cycling and other sustainable forms of movement
- To make travel safer
- To create transport that is accessible for all
- To provide transport that meets the needs of the economy
- To protect and enhance the built and natural environment

Question 34

Do you support these key principles? Please identify any changes you would make, and your ideas to improve and promote sustainable travel in the area.

MODAL SHARE TARGET

- 8.39 An option of achieving the key movement and sustainable travel principles as set out is to set a modal share target for CNFE. The TSCSC has the aim of maintaining car traffic levels as they are now, in 2031. In order for this to be achieved and taking into account the growth planned, no more than 24% of trips in Cambridge will be able to be car based. It should be noted that further modelling work is being undertaken by Cambridgeshire County Council which may influence the modal share targets for CNFE.

MODAL SHARE TARGET:

PROPOSED OPTIONS:

What should be the modal share target for the Cambridge Northern Fringe East;

Option A - Seek to match the modal share target set for the whole of Cambridge, as set out in the TSCSC (24% car trips by 2031).

Option B - Go beyond the target set for the city and make the area and exemplar scheme.

Option C – Do not set a specific modal share target.

Question 35

Which option do you prefer and why?

VEHICULAR ACCESS AND ROAD LAYOUT:

- 8.40 The current access to the area is limited with just one main route (Cowley Road) in and out onto Milton Road. The junction acts as a bottleneck constraint to further development as it suffers from heavy peak time congestion. Investigations are currently ongoing with regard to finding the best access solutions for the area.
- 8.41 As already set out, the site contains a mix of uses including minerals and waste uses associated with the railway sidings. These uses are likely to increase in the future as the railway is increasingly used to transport aggregate for the A14 improvements. The associated increase in Heavy Commercial Vehicles (HCVs) is not conducive to encouraging more use of sustainable modes of transport such as walking and cycling and they also contribute to the heavy congestion around the site at peak times. Various options could be considered to deal with this issue.

VEHICULAR ACCESS AND ROAD LAYOUT:

PROPOSED OPTIONS:

Option A - Cowley Road to remain the main access road for all modes of transport.

Option B - New main vehicular access road constructed parallel and to the north of Cowley Road. The existing Cowley Road to be re-designed as part of the development to be based on low vehicle speeds and for sustainable transport priority only. It will give priority to provision for walking, cycling and public transport, including safe and convenient crossings for pedestrians and cyclists, in order to encourage travel by more sustainable modes.

Option C - Cowley Road prioritised for station, office and residential traffic. A new Heavy Goods Vehicle access provided parallel and to the north of Cowley Road, for industrial, minerals and waste activities only.

Question 36

Which option do you support for road access in the Cowley Road area, and what else could be done to improve vehicular access to the area whilst mitigating the impact of traffic?

PARKING AT TRANSPORT INTERCHANGE:

- 8.42 The new rail/bus interchange will need a significant number of car parking spaces. There is currently planning permission for a single large car park, needed for the opening of the proposed new railway station. However, in time it is feasible that a more efficient use of the land would be to build a multi-storey car park to free up space for other development. The precise details and specifications of any further car park(s) proposals would need to be agreed with Network Rail and Cambridgeshire County Council, but

whether the preference is for a single or multi-storey car park can be considered now in principle.

PARKING AT TRANSPORT INTERCHANGE:

PROPOSED OPTIONS:

What form of car parking should be provided at the transport interchange;

Option A – Continue with the current consented proposal for a single ground level car park.

Option B – Flexibility to build a multi-storey car park to make more efficient use of the land for development.

Question 37

Which option do you prefer and why?

PARKING PROVISION

Car Parking Standards

8.43 Whilst there will need to be parking to support the proposed new Railway Station, there will also need to be parking to support employment, residential or other uses. Recognising the accessibility of the site by a range of non-car modes, there is potential to consider relatively low parking levels.

8.44 The modelling work being undertaken by Cambridgeshire County Council, and the Modal Share target will also influence

CAR PARKING PROVISION:

PROPOSED OPTIONS:

Option A – Cambridge City Council proposed car parking standards as set out in Policy 82 and Appendix L of the [Cambridge Local Plan 2014: Proposed Submission](#).

Option B – More restrictive standards across the whole area to reflect the highly sustainable location.

Option C – More restrictive standards close to the proposed new railway station interchange and Cambridge City Council car parking standards more than 600 metres from the station building.

Question 38

Which option for car parking standards do you prefer and why?

Cycle Parking Provision

- 8.45 In order to discourage unnecessary car use and to encourage cycling for as many trips as possible, it has to be as easy as possible to use a bike. Integral to this is the provision of secure, convenient and plentiful cycle parking.
- 8.46 1,000 cycle parking spaces have already been agreed for the proposed new Railway Station.

CYCLE PARKING PROVISION:

PROPOSED OPTIONS:

Option A – Cambridge City Council proposed cycle parking standards as set out in Policy 82 and Appendix L of the [Cambridge Local Plan 2014: Proposed Submission](#).

Option B – A higher standard across the whole area to reflect the highly sustainable location.

Option C – Higher standards close to the proposed new railway station interchange and Cambridge City Council cycle parking standards more than 600 metres from the station building.

Question 39

Which option for cycle parking standards do you prefer and why?

Movement, Severance and Permeability

- 8.47 Access and permeability to the site for pedestrians and cyclists to the site will be key to achieving the movement principles and sustainable travel. The link with the guided bus and Chisholm Trail as well as close ties to Milton Road and through routes to existing residential areas offer an excellent opportunity to gain high pedestrian and cycle mode shares.
- 8.48 The Redevelopment Options detailed earlier propose a range of cycling and walking links both within the site and to key destinations beyond.

Question 40

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?

CLIMATE CHANGE

Sustainable Design and Construction and Flood Risk

- 8.49 Councils have a legal duty to consider climate change when plan-making. This includes addressing the challenge of mitigating and adapting to our changing climate, including flood risk, and how to manage resources efficiently, including energy and water, in the design and construction of new buildings.
- 8.50 The Councils' Local Plans include a range of policies related to climate change adaptation and mitigation, including approaches to sustainable building design, renewable and low carbon energy, and sustainable drainage systems. These could be implemented on a site by site basis to proposals in the CNFE, or a single policy could be developed to provide a comprehensive approach for the area.

SUSTAINABLE DESIGN AND CONSTRUCTION AND FLOOD RISK:

PROPOSED OPTIONS:

Option A - Rely on district policies related to climate change and sustainable design and construction,

Option B - Develop a bespoke sustainable design and construction policy for CNFE, to cover the following aspects:

- a. All new non-residential development will be required to meet a minimum of BREEAM excellent. Carbon reduction for new non-residential development would be linked to the mandatory requirements set out for BREEAM excellent.
- b. Any new residential development to meet the optional water efficiency standards resulting from the Housing Standards Review of 110 litres per person per day. New non-residential development should achieve maximum BREEAM credits for water efficiency.
- c. All development proposals to demonstrate how the principles of sustainable design and construction have been integrated into the design of proposals, giving specific consideration to adaptation to climate change, carbon reduction (both in relation to the design and layout of developments and buildings themselves and through the promotion of sustainable modes of transport), water management, site waste management and use of materials.
- d. Surface water to be managed close to the surface and on the surface with priority given to nature services through the use of sustainable drainage systems (SuDS). Water should be seen as a resource and be re-used where practicable, offsetting potable water demand. A water sensitive approach should be taken to the design of development proposals.
- e. All development should ensure that all forms of flood risk are taken into consideration and that proposals are not at risk of flooding or increase the risk of flooding elsewhere.

Given that the proposed adoption of the AAP will be late 2016, national zero carbon policy for new homes will have come into force, and as such additional carbon reduction standards for any new residential development at CNFE will not be required, in line with the outcomes of the Housing Standards Review. As a result of the Housing Standards Review, the Code for Sustainable Homes is to be wound down. In order to build upon the construction standards that are already being achieved across the Cambridge growth sites, the Councils' would welcome early discussions with developers as to the use of construction methodologies for any new residential development, such as Passivhaus or the new residential construction standard currently being developed by the Building Research Establishment (BRE).

Question 41

Which of the two options presented above do you prefer, or do you consider that there are other policy options that should be considered?

Renewable and low carbon energy generation

8.51 Development at CNFE may present opportunities for a site wide approach to renewable and low carbon energy generation. In order to maximise opportunities for a site wide approach to energy provision, the following option for policy development could be taken forward into the AAP.

RENEWABLE AND LOW CARBON ENERGY GENERATION:

PROPOSED APPROACH:

1. Develop a renewable and low carbon energy generation policy giving consideration to:
 - a) The types of renewable and low carbon energy generation that could be suitable for the area, including consideration of whether the scale of development and mix of uses would allow for the use of an area based approach to renewable and low carbon energy generation.
 - b) Requiring developers proposing new waste processing facilities to carry out a feasibility study to investigate the potential for anaerobic digestion utilising municipal organic waste or organic waste from other sources, including sources on site, with possible connections to an area based approach to renewable and low carbon energy generation.

Question 42

What are your views on the proposed renewable and low carbon energy generation policy and do you consider that there are any other policy options that the Council should be considering?

Environmental Quality

- 8.52 The environmental conditions in the area will need to be addressed by development proposals, to ensure an appropriate living and working environment for those living and working in the area.
- 8.53 The Councils' Local Plans include policies requiring assessment and actions to address ground conditions and any contamination, and a range of environmental impacts such as air quality, odour and noise.
- 8.54 In accordance with current South Cambridgeshire District Council guidance, it is also proposed to require a Health Impact Assessment for large scale developments.

HEALTH IMPACT ASSESSMENT:

PROPOSED APPROACH:

Applications for developments of 20 or more dwellings or 1,000 sq m or more floorspace will be accompanied by a rapid Health Impact Assessment, and developments of 100 or more dwellings or 5,000 sq m or more floorspace a full Health Impact Assessment.

Question 43

Do you support the proposed approach on Health Impact Assessments?

DEVELOPMENT MANAGEMENT POLICIES

- 8.55 There are a wide range of policy issues in the Councils' respective Local Plans which apply to new development. It is not the role of the AAP to recreate policies for every eventuality, in these circumstances the wider Local Plan policies will apply.
- 8.56 Examples of issues not addressed in this issues and options report, but covered in Local Plans include:
- Protection of business space
 - Specialist housing
 - Lifetime homes
 - Residential Space Standards
 - Housing in multiple occupation
 - Strategic Transport Infrastructure
 - Mitigating the Transport Impact of Development
 - Contaminated Land
 - Archaeological Protection
 - Water Management
 - Environmental impacts including air quality, odour, dust, noise and vibration
 - Light Pollution
 - Protection of landscape, species, habitats and trees
 - Provision of green infrastructure and corridors
 - Protection of open space
 - Broadband
 - Telecommunications
 - Cambridge Airport Air Safeguarding Zones
 - Mullard Radio Astronomy Observatory, Lord's Bridge
 - Construction Process and Method

Question 44

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

ANY OTHER COMMENTS

What do you like/dislike about the area? What should stay the same and what should change?
Are there any other issues that should be considered?

Other Comments

8.57 This is your opportunity to tell us what you want CNFE to be like in 2031 and beyond, and other issues related to the Area Action Plan that we have not already covered.

Question 45

What do you like/dislike about the area? Do you have any other comments about the area action plan?

Question 46

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

9. Infrastructure and Delivery

INFRASTRUCTURE

Infrastructure Capacity and Provision

- 9.1 The CNFE area will continue to provide major infrastructure serving the Greater Cambridge area, with the proposed new railway station, relocation of the aggregates rail head, and three of the four spatial options see the Water Recycling Centre remain in the area.
- 9.2 The options all propose considerable amounts of new development that will create additional demands for physical and social infrastructure. The delivery of new or improved infrastructure and services to support the new development will be an important element in ensuring the appropriate and sustainable implementation of the AAP.
- 9.3 It will also be important to ensure that infrastructure is available when it is needed, to safeguard against adverse impacts and meet the needs of new workers, residents and those travelling through the area.
- 9.4 To facilitate the redevelopment, the AAP will provide guidance on infrastructure needed to support the area. It will also require further work to support planning applications, where work is more appropriately tailored to specific development proposals.
- 9.5 Infrastructure provision will be funded through a number of sources. When planning permission is granted for new development, the Councils can secure contributions from developers towards a range of infrastructure, for example, school places, affordable housing and open spaces. Infrastructure funded by the development industry will occur either through legal agreements known as 'planning obligations' or the emerging Community Infrastructure Levy, a tariff-based charge. Other sources of funding, such as the Councils' capital programmes, service providers' investment programmes, and government grants, will also be important.

Question 47

Do you have any comments on Infrastructure?

DELIVERY

A Partnership Approach

- 9.6 The delivery of regeneration of the CNFE area will be complex due to the variety and nature of uses and there being a number of different landowners and lease arrangements. The Greater Cambridge councils have a history of partnership working.

Regeneration within CNFE will require a highly co-ordinated, pro-active and consistent effort by the Councils working closely with landowners and development promoters to bring forward this area successfully. In addition, substantial investment will be required from private sector partners and the public sector.

Local Authority Roles

- 9.7 Cambridge City Council and South Cambridgeshire District Council are preparing the AAP in their capacity as planning authorities and Cambridgeshire County Council is assisting the process as a key stakeholder.
- 9.8 Cambridge City Council also owns significant parts of the area, as well as having regeneration and community development roles. The roles of planning authority and landowner are quite separate.

Phasing and Delivery

- 9.9 The CNFE area is in multiple ownerships and is unlikely to come forward as one phase. It will therefore need to be developed in a series of phases, potentially in the short, medium, and longer term.
- 9.10 The AAP will need to address the challenge of securing the delivery and benefits of the full preferred option whilst allowing early phases of the development, particularly to provide a vibrant area around the gateway to Cambridge provided by the proposed new railway station, which is due to open in 2016. This will need to ensure that early phases of development that may be easier to deliver do not take disproportionate values out of the area. The development framework/masterplan will need to be accompanied by a comprehensive Implementation and Phasing Strategy covering the whole CNFE area.

PHASING AND DELIVERY APPROACH:

PROPOSED OPTIONS:

Option A - The AAP will provide a sufficiently detailed development framework for the whole area with appropriate apportionment of infrastructure requirements across the area identified. This will enable individual phases of redevelopment to come forward within that overall framework with their own more detailed masterplan. The AAP will ensure that individual phases will make appropriate contributions to meet the needs of development at all stages of implementation.

Option B - The AAP will require the planning application for the first phase of development to provide a masterplan for the whole AAP area. This will ensure that there is a sufficiently detailed development framework for the whole area to enable appropriate apportionment of infrastructure requirements across the area to be identified. This will enable individual phases of redevelopment to come forward within that overall framework with their own more detailed masterplan. The AAP will ensure

that individual phases will make appropriate contributions to meet the needs of development at all stages of implementation.

Question 48

Which option do you support? Do you have any comments?

PLAN MONITORING

- 9.11 Monitoring provides information on how well the AAP policy is performing, the delivery of development and impacts on the environment. Monitoring helps the local planning authorities to assess whether the Plan remains sound or whether adjustments need to be made in order to meet the Plan's objectives. The AAP will include indicators that will help the Councils to assess the success of implementing its policies and proposals. Targets will be set according to the policies that are included in the AAP. The results will be included in the Councils' Annual Monitoring Reports (AMR), both for each Council's area and for the development as a whole.

Question 49

Do you have any comments on Plan Monitoring?

Appendix 1:

Local Plan Policies (Cambridge: Policy 14, and South Cambridgeshire: SS/4)

Policy 14: Northern Fringe East and land surrounding the proposed Cambridge Science Park Station Area of Major Change

The Council is seeking the wider regeneration of this part of the city, shown in Figure 3.3, with the creation of a revitalised, employment-focused area centred on a new transport interchange.

The area is allocated for high quality mixed-use development, including employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).

The quantum of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an area action plan (AAP) for the site. Planning applications will only be considered when the area action plan has been adopted. The AAP will be developed jointly with South Cambridgeshire District 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 AAP will consider will be determined in the local plans of each authority and by the AAP.

All proposals should:

- a. take into account existing site conditions and environmental and safety constraints;
- b. demonstrate that environmental and health impacts (including odour) from the waste water treatment works can be acceptably mitigated for occupants;
- c. ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner;
- d. recognise the existing local nature reserve at Bramblefields, and where development is proposed provide for appropriate ecological mitigation measures either on- or off-site; and
- e. ensure that due consideration has been given to safeguarding the appropriate future development of the wider site.

Supporting text:

3.28 Cambridge Northern Fringe East is within the Cambridge City Council and South Cambridgeshire District Council authority boundaries. A coordinated approach to planning of the area across district boundaries will be needed. An early review of the site through a jointly-prepared area action plan will ensure a coordinated approach is taken, and will enable the feasibility of development and its viability to be properly investigated.

3.29 The proposed railway station on the sidings in South Cambridgeshire will be

served by the Cambridgeshire Busway and will include cycle and car parking facilities. The station will significantly improve the accessibility of the site and surrounding area, including access to and from Cambridge Business Park, Cambridge Science Park and St John's Innovation Centre.

3.30 This area forms part of an area of search for a household waste recycling centre to serve the north of Cambridge, and as a location for inert waste recycling. There are also minerals and waste and rail safeguarding areas covering the sidings and other areas of land. Any proposals for these facilities will need to be compatible with other uses in the area.

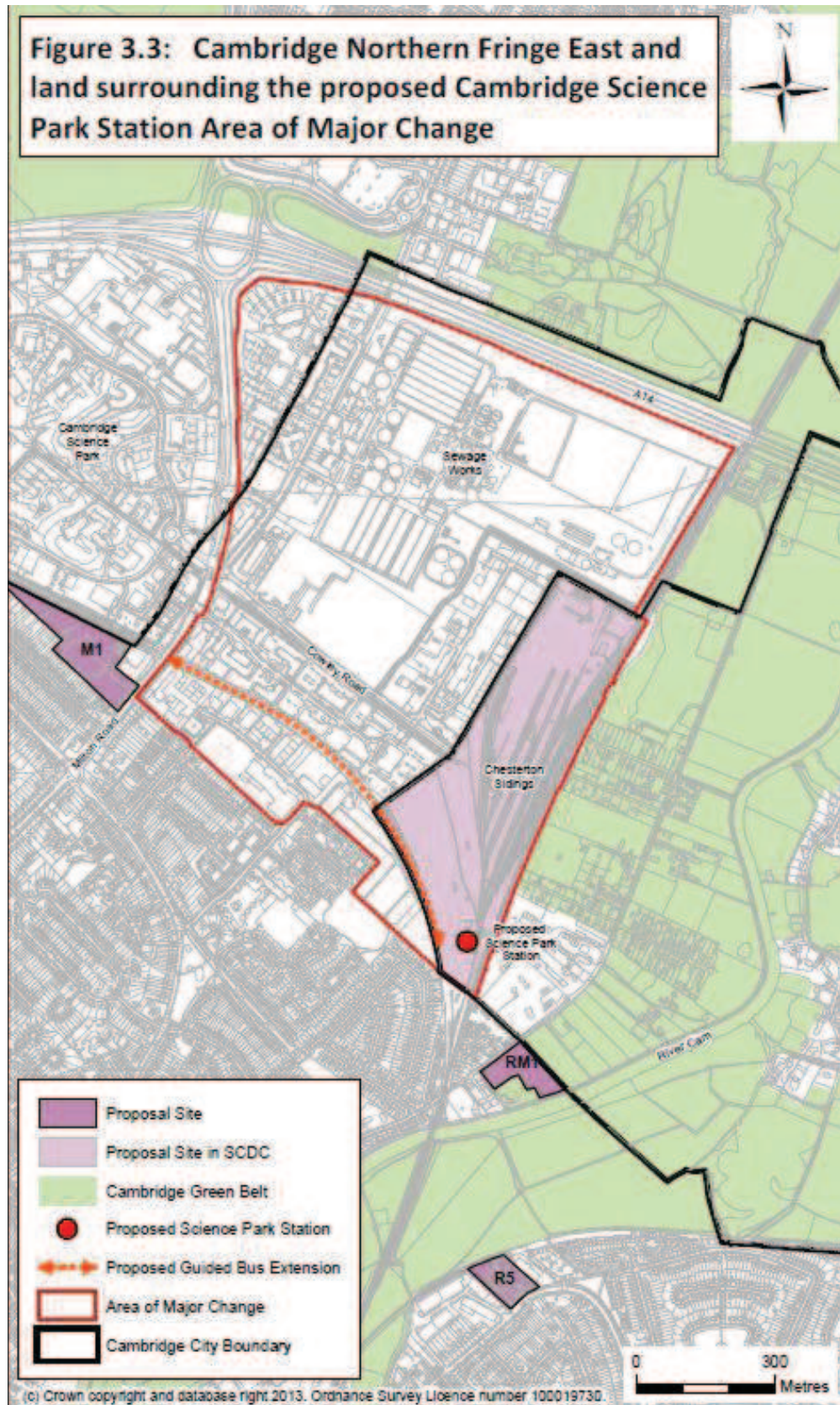
3.31 The sidings, in South Cambridgeshire, currently have a number of businesses importing aggregate using the railway that is used for construction and road maintenance in the wider Cambridge area. This provides an important source of building materials for the wider area. The operations associated with the ongoing use of these facilities produce noise and dust, and how they will operate in the longer term will be considered in the area action plan.

3.32 Exploration of the viability and feasibility of redevelopment of the waste water treatment works to provide a smaller new treatment works facility on the current site will be undertaken as part of the feasibility investigations in drawing up the AAP. A reduced footprint could release valuable land and enable a wider range of uses. Residential development could be possible, subject to appropriate ground conditions, amenity and air quality.

3.33 The development of Cambridge Northern Fringe East will require partnership working between landowners and developers, as well as the two local authorities and Cambridgeshire County Council.

3.34 The principal land uses, access and transport arrangements are shown in Figure 3.3: Northern Fringe East and land surrounding the planned Cambridge Science Park Station.

Figure 7.1: Policy 14 – Figure 3.3 from Cambridge Local Plan 2014: Proposed Submission



Policy SS/4: Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station

1. The Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station will enable the creation of a revitalised, employment focussed area centred on a new transport interchange.
2. The area, shown on the Policies Map, is allocated 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 and residential uses (subject to acceptable environmental conditions).
3. The amount of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for the site.
4. All proposals should:
 - a. Take into account existing site conditions and environmental and safety constraints in this area;
 - b. Demonstrate that environmental and health impacts (including odour) from the Waste Water Treatment Works can be acceptably mitigated for occupants;
 - c. Ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner; and
 - d. Ensure that the development would not compromise opportunities for the future redevelopment of land within the AAP boundary.

3.28 Cambridge Northern Fringe East is located within the Cambridge City Council and South Cambridgeshire District Council authority boundaries. Chesterton Sidings and most of the land between Cowley Road and Milton Road is in South Cambridgeshire. A coordinated approach to planning of the area across district boundaries will be needed through a Joint Area Action Plan (AAP) which will ensure a comprehensive approach to redevelopment.

3.29 The proposed railway station, on the sidings in South Cambridgeshire, will be served by the Guided Busway and will include cycle parking facilities and car parking. The station will significantly improve the accessibility of the site and surrounding area including access to and from the Cambridge Business Park, Cambridge Science Park and St John's Innovation Centre making the area a highly attractive business destination.

3.30 This area forms part of an area of search for a household waste recycling centre to serve the north of Cambridge, and as a location for inert waste recycling. There are also minerals and waste and rail safeguarding areas covering the sidings and other areas of land. Any proposals for these facilities will need to be compatible with other uses in the area.

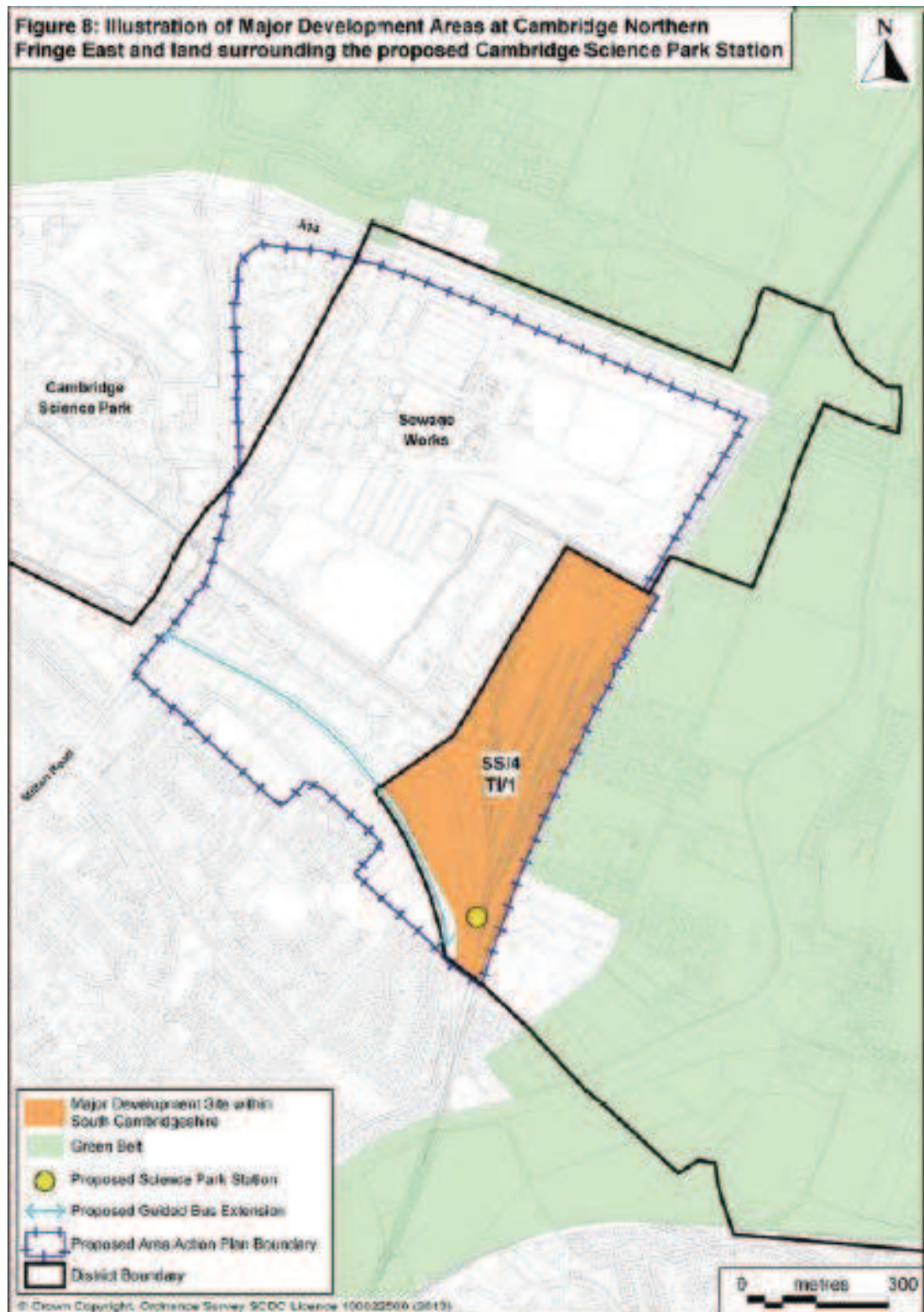
3.31 The sidings, in South Cambridgeshire, currently have a number of businesses importing aggregate using the railway that is used for construction and road maintenance in the wider Cambridge area. This provides an important source of

building materials for the wider area. The operations associated with the on-going use of these facilities produce noise and dust and consideration of how these uses will operate in the longer term will be considered in the AAP.

3.32 Exploration of the viability and feasibility of redevelopment of the Waste Water Treatment Works within Cambridge City to provide a new treatment works facility at a smaller scale on the current site will be undertaken as part of the feasibility investigations in drawing up the AAP. A reduced footprint could release valuable land to enable a wider range of uses to be provided through the release of additional land. Residential development could be created subject to appropriate ground conditions, amenity and air quality.

3.33 The development of Cambridge Northern Fringe East will require partnership working between landowners and developers as well as the two local authorities and Cambridgeshire County Council.

Figure 7.2: Policy SS/4 – Figure 8 from Submission South Cambridgeshire Local Plan 2014



Appendix 2:

Glossary of Terms

Term	Definition
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.
Area action plan (AAP)	A local development document setting out policy and proposals for a specific area. The document establishes an overall vision, identifies key issues and sets out the principles for an area of change.
Affordable housing	<p>Housing provided for people whose income levels mean they cannot access suitable market properties to rent or buy locally to meet their housing needs. It includes social rented, affordable rented and intermediate housing.</p> <p>Affordable housing should:</p> <ul style="list-style-type: none"> • meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices; and • include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.

Affordable rented housing	<p>Rented housing provided by local authorities and private registered providers of social housing to households that are eligible for social rented housing. Affordable rent is subject to rent controls that require a rent of no more than 80 per cent of the local market rent (including service charges, where applicable).</p> <p>From April 2012, most new homes funded by government grant have to be offered at affordable rents, to generate funding for further new affordable housing. Some existing social rent homes may also be converted to affordable rents in agreement with the Homes and Communities Agency.</p>
Air quality	<p>Since December 1997, each local authority in the United Kingdom has been carrying out a review and assessment of air quality in their area. This involves measuring air pollution and trying to predict how it will change in the next few years. The aim of the review is to make sure that the national air quality objectives will be achieved throughout the UK by the relevant deadlines. These objectives have been put in place to protect people's health and the environment.</p>
Areas of major change (AMC)	<p>Parts of Cambridge where considerable change is anticipated at some stage during the life of the plan period (2014–2031). Any changes to these areas will be masterplanned.</p>
Building Research Establishment Environmental Assessment Method (BREEAM)	<p>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'.</p>
Cambridge Cluster	<p>Refers to the 1,400+ technology, biotechnology, services providers and support companies and organisations comprising more than 40,000 people employed by these in the Cambridge region.</p>
City wildlife site (CiWS)	<p>A non-statutory designation for sites of nature conservation interest within an urban environment.</p>
Climate change adaptation	<p>Initiatives and measures to reduce the vulnerability of natural and human systems to actual or predicted climate change effects.</p>

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.
Community facilities	<p>Community facilities include local, neighbourhood, district and city-wide community facilities which can include the following examples:</p> <p>Local: A community or civic room; Neighbourhood: Community house – typically the size of an average three-bed house – or community hall; primary school or day nursery; District: Public library; Primary care facility; community centre and other shared use/services buildings; function room, secondary school or place of worship; City-wide: Acute health care; civic and court buildings; colleges and universities.</p>
Community Infrastructure Levy (CIL)	<p>CIL is a new levy that local authorities in England and Wales can choose to charge on new developments in their area. In areas where CIL is in force, landowners and developers must pay the levy to the local council.</p> <p>CIL charges, set by the local council, are based on the size and type of the new development. The money raised can be used to support development by funding infrastructure that the council, local community and neighbourhoods would like.</p>
County wildlife site (CWS)	A non-statutory designation for sites of county significance for wildlife.
Development plan	Includes adopted local plans, minerals and waste plans, neighbourhood plans and the London Plan and is defined in the Planning and Compulsory Purchase Act 2004 (Section 38).
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 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.
Employment land review	<p>A document which:</p> <ul style="list-style-type: none"> • examines existing guidance, policies and requirements; • takes stock of existing employment provision; • assesses future requirements based on an analysis of past trends, future forecasts and discussions with existing employers and stakeholders; • identifies a new portfolio of potential employment sites on land with the most potential for sustainable development; and • identifies existing employment sites that could be released for other forms of development.
Environmental Impact Assessment (EIA)	An EIA assesses the environmental implications of an individual development. It also allows a planning authority a means of ensuring that it can take account of the environmental implications of individual developments in its decisions on planning applications. The EIA Regulations relate to a European Union Directive (Directive 85/337/EEC as amended).
Fluvial flooding	Fluvial flooding occurs when rivers overflow and burst their banks.
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.
Gross internal floor area (GIFA)	Is defined (by the Royal Institution of Chartered Surveyors) as the floor area contained within the building measured to the internal face of the external walls.

Green infrastructure	Consists of multi-functional networks of protected open space, woodlands, wildlife habitat, parks, registered commons and villages and town greens, nature reserves, waterways and bodies of water, historic parks and gardens and historic landscapes. Different aspects of green infrastructure provide recreational and/or cultural experiences, while supporting and enhancing biodiversity and geodiversity, enhancing air and/or water quality and enriching the quality of life of local communities.
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.
High quality hotel	A high quality hotel is a full service hotel that has a high specification and offers a range of services and facilities. These will generally include a restaurant and bar, leisure facilities and function /conference/banqueting facilities. Smaller, independent high quality hotels may not have the full offer of larger hotels, however they compensate for this with a distinctive style and service. Such hotels will tend to be 3- to 5-star or boutique hotels, see the Cambridge Hotel Futures study for more detail.
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.

Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. (Source: NPPF)
Houses in multiple occupation (HMO)	<p>An HMO, depending on the number of occupants, is classed as either:</p> <ul style="list-style-type: none"> • a small HMO – this is a shared dwelling house which is occupied by between three and six unrelated individuals who share basic amenities such as a kitchen or bathroom. This falls into use class C4 under the Town and Country Planning (Use Classes) Order 2010; or • a larger HMO – This is when there are more than six unrelated individuals sharing basic amenities such as a kitchen or bathroom. This falls into the sui generis class under the Town and Country Planning (Use Classes) Order 2010.
Intermediate housing	Homes for sale and rent provided at a cost above social rent, but below market levels, and which meet the criteria for affordable housing (above). These can include shared equity (shared ownership and equity loans), other low-cost homes for sale and intermediate rent, but not affordable rented housing.
Integrated water management	This is the coordinated development and management of water, land and related resources in order to maximise the resultant economic and social welfare in an equitable manner without compromising the sustainability of vital ecosystems. It considers the multiple benefits that can be derived from the management of water such as biodiversity enhancement and climate change adaptation.
Leisure facilities	<p>Leisure facilities include:</p> <ul style="list-style-type: none"> • Leisure sport facilities which allow for supervised, organised or competitive sports, primarily indoors. Facilities include sports stadia, ice rinks, sports halls, boxing centres, badminton and squash courts, swimming pools (including outdoor), gymnasiums, indoor bowling centres, indoor tennis centres, health and fitness centres. • Arts and cultural uses such as concert halls, performance venues and theatres, cinemas, ten-pin bowling alleys, punting stations, museums and galleries. • Nightclubs, snooker/pool halls, bowling alleys.

Lifetime Homes Standard¹	This is a widely-used national standard, which uses technical advice to ensure that the spaces and features in new homes can readily meet the needs of most people, including those with reduced mobility.
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 development framework (LDF)	A suite of planning-related documents that guide development within the administrative area they relate to.
Local plan	Sets out policies to guide the future development of Cambridge. It also sets out where future development will take place, and identifies land for new housing, community facilities, shops and employment. In addition, the local plan identifies land to be protected from development, such as the Green Belt and open space. It is the key document used to determine planning applications for new development in the city.
Local nature reserve (LNR)	Reserves with wildlife or geological features that are of special interest locally.
Major developments	Major development is defined in the Town and Country Planning (Development Management) (England) Order (2010) as ten or more dwellings or a site area of 0.5 hectare or more where the number of dwellings is unknown, or the provision of a building where the floorspace is 1,000 sq m or more, or where development is carried out on a site having an area of 1 hectare or more.
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.
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.

¹ www.lifetimehomes.org.uk

Neighbourhood centre	Centres of six or fewer retail units, or where the units are scattered along a road or embedded within residential areas, which serve a limited local catchment and perform more of a neighbourhood function. Boundaries are defined on the policies map.
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.
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.
Passivhaus Standard	Passivhaus or 'Passive House' is an energy performance standard based upon excellent thermal performance, exceptional airtightness with mechanical ventilation.
Pluvial flooding	Surface water accumulating from the result of intense rainfall.
Protected open spaces	Areas of land protected by Policy 67 of the draft Cambridge Local Plan 2014. These include: allotments, amenity green spaces, cemeteries, churchyards, civic spaces, areas specifically for children and young people, natural and semi-natural green spaces, outdoor sports facilities, parks and gardens.
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))
Public safety zones	Areas of land at the ends of the runways at airports, within which development is restricted in order to minimise the number of people on the ground at risk in the event of an aircraft crash on take-off or landing.
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.
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.
Safeguarding zones	These zones place restrictions on development height. While not currently shown on the policies map, they are used as constraints when considering planning applications. Developed by Marshall, they represent areas of the city where the take-off and landing of aircraft could give rise to additional risk of aircraft accident over the built-up area.
Skyline	An outline of land and buildings defined against the sky: the skyline of the city.
Spatial strategy	This is a long-term plan that outlines the vision for an area, what type of development is needed and where that development should best be located.

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	Sustainable modes of transport include walking, cycling and public transport.
Urban grain	The combined pattern and arrangement of streets, green infrastructure and plots. It covers elements such as the design character, building size, scale, height and form.
Use classes order	<p>The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as use classes. More detail on what types of uses fall within each use class is set out below.</p> <p>Planning permission is not needed when both the present and proposed uses fall within the same class. For example, a greengrocer's shop could be changed to a shoe shop without permission as these uses both fall within use class A1. However any physical changes associated with a development may still require planning permission.</p> <p>The General Permitted Development Order also allows some changes from one use class to another without the need for planning permission. For example, a restaurant (class A3) could be changed to a shop (A1) or an estate agent (A2) as the use classes order allows this type of change to occur without requiring planning permission.</p> <p>Use Classes Order</p>
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.

CAMBRIDGE NORTHERN FRINGE EAST AREA ACTION PLAN SUPPORTING TECHNICAL STATEMENT

SITE CONTEXT AND CONSTRAINTS

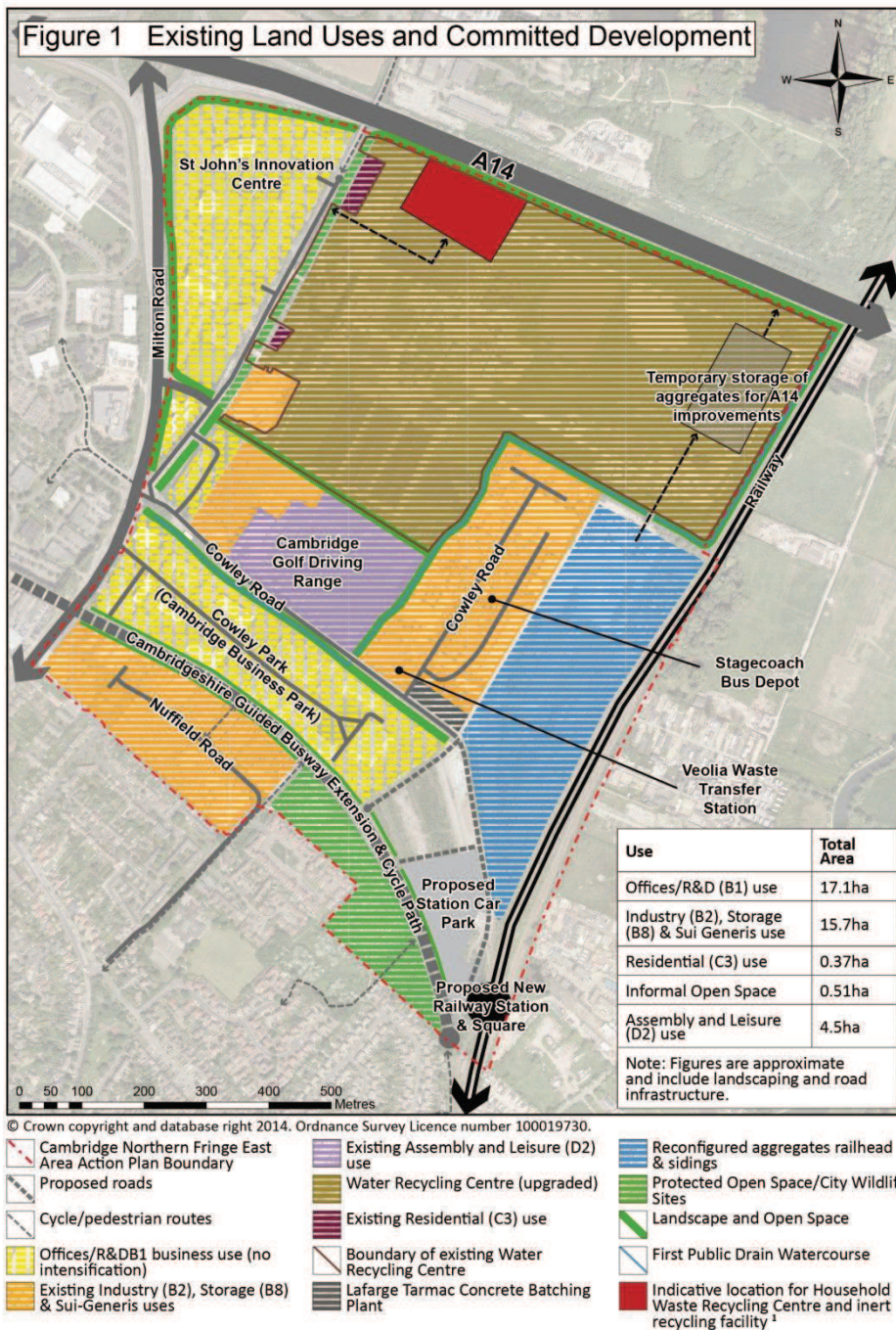
Introduction:

- 1.1 Before starting to plan for the future of CNFE it is necessary to understand the area's physical characteristics and what it is like in social and economic terms. This statement highlights the key constraints currently facing the CNFE and wider area.
- 1.2 The main key issues and challenges which have been identified as being specifically relevant to CNFE are listed below and are addressed within this statement:
 - Land Uses and creating mixed and Balanced Communities
 - Movement/Transport
 - Environment/Open Space
 - Built Form
 - Infrastructure
 - Other considerations

Land Uses and creating mixed and Balanced Communities:

Mixed land uses and densities

- 1.3 As illustrated on Figure 1 (Existing and Committed Land Uses), CNFE is currently a mixed use area with the predominant use being employment including offices, industrial, storage and minerals and waste activities. These businesses provide valuable employment and where possible need to be retained or successfully relocated as part of a comprehensive development of the area. However, much of the area is under-utilised and therefore not an efficient use of the land. Where possible, opportunities should be found that accommodate existing occupiers whilst rationalising and increasing the density of the CNFE as a whole. This will require sensitive planning and a phased approach.
- 1.4 Anglian Water's Water Recycling Centre (WRC) – formerly known as Waste Water Treatment Works) - occupies around 40% of the CNFE area. The company has recently commenced a £20M+ upgrade to the WRC to meet the city's planned growth needs to 2031. Its future is both an important consideration and potential constraint on further



¹ Could also be located on B2, B8 & Sui-Generis land in the vicinity of Cowley Road.

development on the WRC site and across the wider area due to the impact of the odour and flies. This is discussed in further detail on page 14 of this statement.

Neighbouring communities

- 1.5 Figure 2 (Ward and Parish Boundaries) below sets the context of the area within which CNFE sits, in terms of ward and parish boundaries. It will be important for CNFE to respond positively to these neighbouring communities.
- 1.6 Of these neighbouring communities, three wards fall within the 20 most deprived wards in Cambridgeshire in terms of indices of multiple deprivation¹, namely the King's Hedges, East Chesterton and Arbury wards. A key objective of the Council is to address issues of social exclusion, poverty and disadvantage within Cambridge, ensuring that the prosperity benefits of growth are shared more fairly by all in the city. CNFE represents a significant opportunity to provide employment opportunities and other benefits for these local residents.

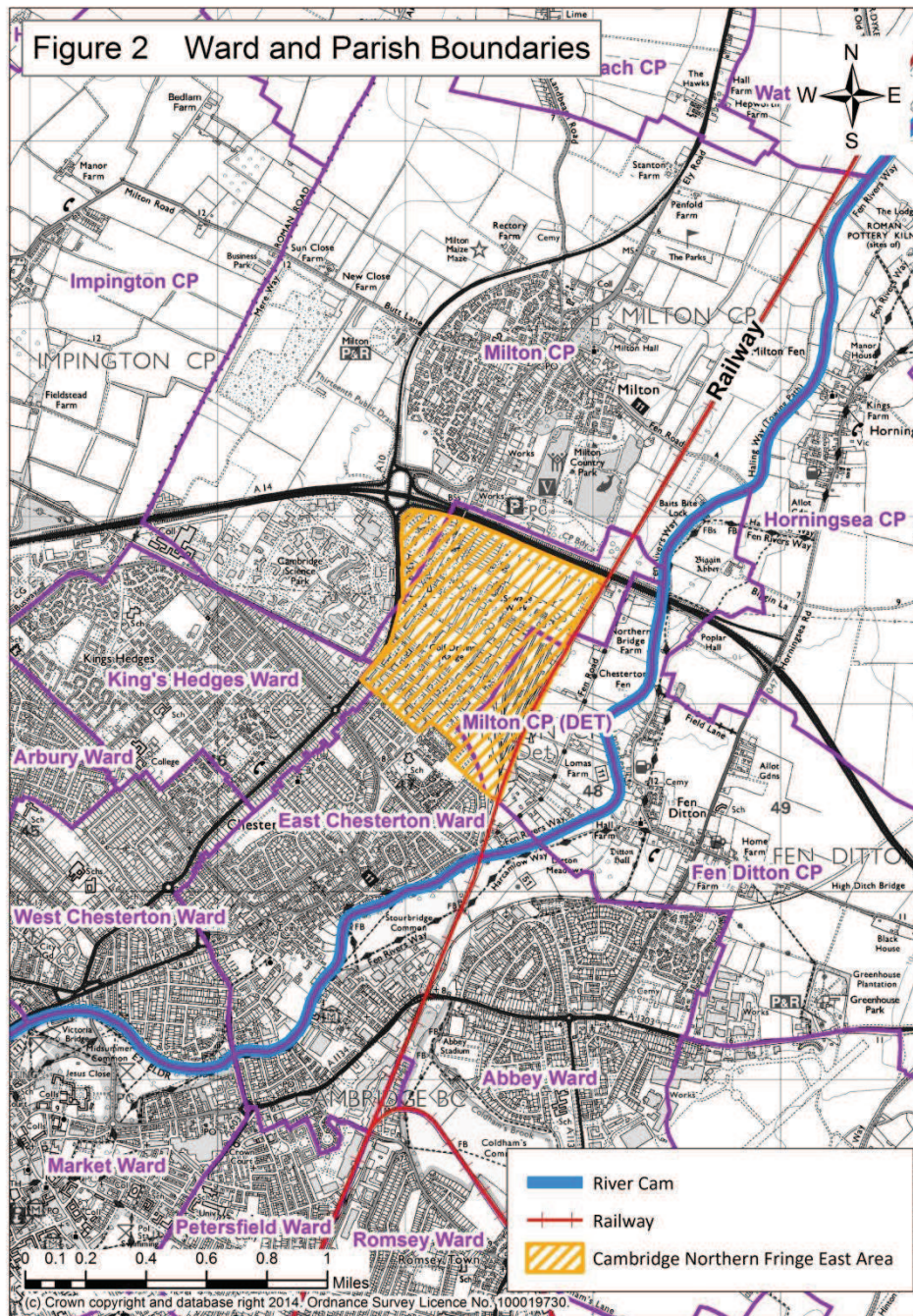
Employment

- 1.7 Greater Cambridge includes some of the country's most significant assets. The combined strength of the research institutions and universities is unparalleled, and the current economic contribution and future potential of businesses in the area is very substantial. On virtually all global rankings, Cambridge University is consistently among the top five in the world, and many of the area's research institutes have outstanding reputations. Cambridge has been identified as one of the five most competitive cities in the UK², and one of the most recession proof cities that is likely to lead Britain back to growth³.
- 1.8 The continuing vibrancy of the Cambridge high technology business sector is fuelled by the scale and excellence of the wider research community. This has two key impacts: the science itself, and the influence on the character of the labour market in and around Cambridge. The high technology business sector and the research community overlap in important respects and the relationship between them is central to the cluster's character and performance. Operating in a global marketplace, their competitors are as likely to be overseas businesses as they are businesses based the UK. For this reason, maintaining the quality of life and place in Cambridge, including its key competitive advantage of compactness, is critical.
- 1.9 Cambridge also has a thriving business, financial and professional services sector, including offices in the city centre associated with the high technology economy as well as other businesses serving the local economy. There is also a legacy of industrial uses alongside the railway and on industrial estates in Cambridge. Over the last ten years, and beyond, Cambridge has seen a loss of land and premises in industrial use as higher

¹ Source: Cambridgeshire Index of Multiple Deprivation (2010)

² Source: 2010 UK Competitiveness Index

³ Source: Cities Outlook 2011



value uses, such as residential and retail, have put pressure on sites. The offices and industrial uses make up an important part of the economy, meeting the needs of people and businesses in the local area, in particular the business services that high technology firms rely on, as well as helping to provide a diverse range of jobs.

- 1.10 Cambridge Business Park, St John's Innovation Park and the nearby Cambridge Science Park comprise around 30% of the office and R&D stock in the urban area of Cambridge. The Councils Employment Land Reviews 2008-2012 indicate that North Cambridge (Cambridge Science Park, Cowley Road, Cowley Park and Chesterton Sidings) is recognised as a strategic location for further employment development.
- 1.11 The Cambridge Cluster at 50 report⁴, a study commissioned by a range of stakeholders including Cambridge University, made the following recommendations for the Northern Fringe Employment Area including CNFE:
- Further improvements to links between Cambridge based firms and London based firms;
 - Plan in facilities and focal points for social interaction for all new developments;
 - Encourage further development of incubator/innovation centres in Greater Cambridge
 - Stop the net loss of manufacturing land;
 - Ensure business space in and around the City is planned to incorporate social and small scale retail facilities in order to provide a better social environment for the workforce;
 - Support a frequent shuttle bus service and high quality cycling routes to complement the Cambridge Guided Busway and provide fast, frequent and convenient links to other major employment sites and City centre; and
 - Assess demand for, and if proven identify and reserve, an appropriate location for a conference centre and concert hall.
- 1.12 In June 2014 Cambridge City Council and South Cambridgeshire District Council jointly commissioned SQW and BBP Regeneration to undertake an employment options study to inform the preparation of the CNFE AAP. The findings of their work are available in their Final Report and Sector Profile.

Housing

- 1.13 There is a high level of housing need in the Cambridge area⁵ and as such, it is important to increase the supply of all types of housing, including affordable housing, and maintain a mix of different types of sizes, types and tenures of housing to meet a wide range of housing needs. Opportunities for housing at CNFE are limited, but the site can still make a valuable contribution to the overall supply. The South Cambridgeshire Local Plan refers to seeking opportunities to deliver new Gypsy and Traveller sites through major

⁴ East of England Development Agency and Partners. Cambridge Cluster at 50: The Cambridge Economy; Retrospect and Prospect (2011)

⁵ Source: Cambridge Sub-Region Strategic Housing Market Assessment (2012)

developments, but the proposed high densities and environmental constraints of the location make the area unsuitable and unviable for site provision.

Community and Leisure Facilities

- 1.14 CNFE has very limited facilities (retail, leisure, community etc.) both within its boundary and in the surrounding area. Such facilities are important for both employment and residential development, and the Employment Options Study has identified the need to address this deficit as prerequisite for securing further employment development. Recommended facilities include a new community core with shops, services, cafés, restaurants, etc. with potential links to improved facilities at Cambridge Science Park.
- 1.15 At a local scale, the local centres distributed around the city provide a range of local services and community facilities that serve the day-to-day needs of residents and visitors. It is therefore essential that these facilities be given careful consideration with regard to any related development proposal that may affect their provision.

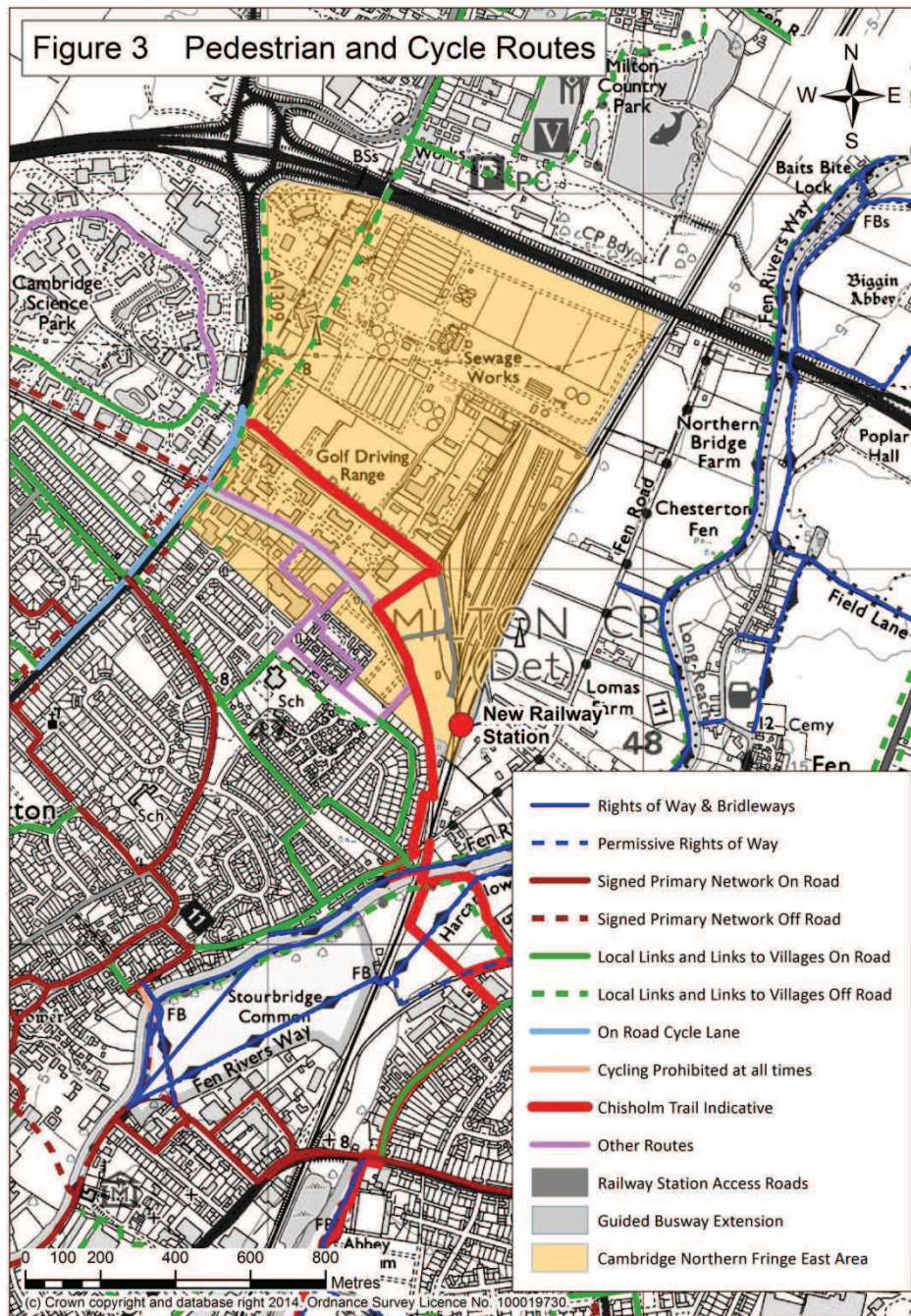
Movement/Transportation:

Introduction

- 1.16 The transport network in the city is relatively constrained and has a finite capacity for vehicles. In peak periods, parts of the network frequently operate at or near capacity. Significant increases in general vehicular traffic cannot be accommodated on the city's road network. This therefore emphasises the need for a switch to other modes of transport.
- 1.17 In addition to capacity issues, physical barriers that create severance of CNFE with surrounding communities exist to the north and east with the A14 (overcome to some extent by the cycle/pedestrian bridge) and railway line respectively. There are lesser barriers to the west and south with Milton Road, Science Park and Business Park. Increasing permeability should, therefore, be a key objective for CNFE. The AAP will need to consider how people move about within the area and gain access to other parts of the city and beyond. Figure 3 shows existing and some proposed pedestrian and cycle routes.

Sustainable Travel and Modal Shift

- 1.18 The 2011 census showed that despite the increase in population in the ten years since the previous census, the proportion of employed residents of the city who drove to work dropped from 37.5% to 30%. This figure confirms trends seen in traffic monitoring data collected by Cambridgeshire County Council which show that monitored traffic levels into and out of the city have been relatively stable since the mid-1990s and traffic levels across an inner River Cam screen line have decreased in the same period. This is due, in large part, to the way in which demand for road space in the city has been managed



through the use of rising bollards, coupled with the development of the ring of Park & Ride sites around the city and other improvements in bus service provision such as the Citi bus services.

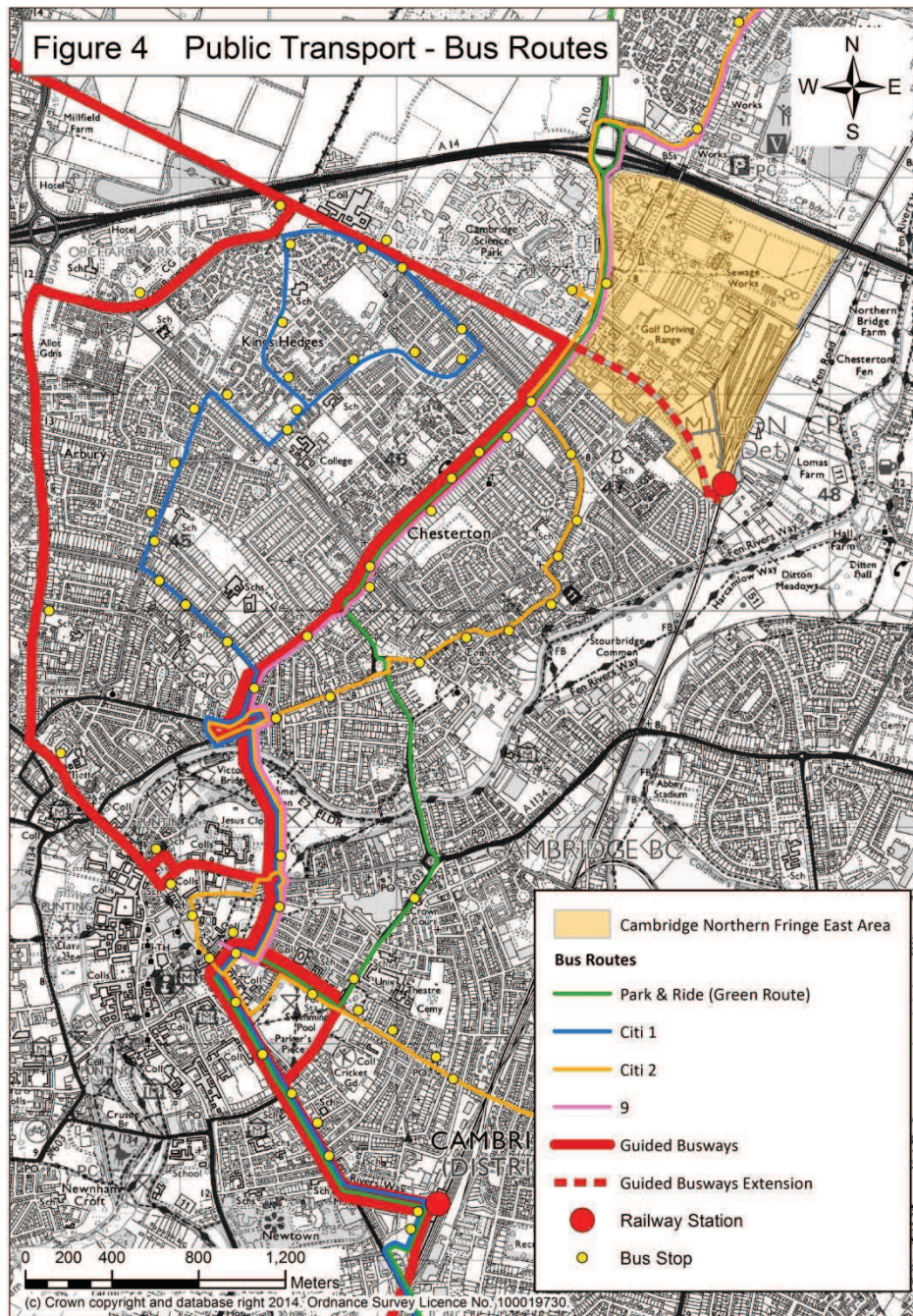
- 1.19 In order for these traffic levels to continue to remain stable, despite the forecast growth for the city, the proportion of employed city residents who drive to work needs to fall even further, to 24%.
- 1.20 The sites highly sustainable location highlights the areas potential to achieve the 24% target needed across the city to keep traffic levels stable. With the existing and future pressures on the city's road network, CNFE must seek to facilitate the greatest possible public transport and cycle mode share. Good urban design, with safe routes and higher densities will help to encourage people to move about by foot, cycle and bus. The new railway station will provide rail connectivity to destinations outside the city and the link the extension to the guided busway to more local destinations. It will also be connected to a high quality network of off-road cycle paths, such as the path alongside the existing guided busway towards St Ives, as well as the plans for the new 'Chisholm Trail'. Improved connections by bus planned as part of the City Deal will provide a much needed orbital facility that will connect to the Science Park, Cambridge Station and the Addenbrooke's campus. The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) also sets out ambitions for a strategic cycle route running north along the A10 to connect with the planned new town at Waterbeach, as well as a direct route along Milton Road towards the city centre. Depending on other factors, such as the amount of available parking on the site, it may be able to reduce this figure further.
- 1.21 The benefits of the site's sustainable location and the existing and planned transport schemes for the area can be enhanced through softer measures such as travel planning. A partnership is already in place in the area called Travel Plan Plus. It focuses on the Science and Business Park area, linking three major business parks, a large solicitor's office and Cambridge Regional College. The project – running since 2008 – has had great success in raising awareness of, and encouraging a shift towards the sustainable transport choices available in this area. There have already been significant shifts away from single-occupancy car use and particularly towards cycling and public transport particularly for commuter journeys.
- 1.22 A Station Travel Plan covering both Cambridge Station and the new railway station in Chesterton is also in the process of being developed by Network Rail, Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council and the Train Operating Companies. This will look to assess and respond to customer needs for their journeys to and from the stations, and the facilities provided when they get there and will aim to increase sustainable travel to and from both stations, as well as looking to attract more rail users.

Vehicular Access

- 1.23 The current access to the site is limited with just one main route in and out onto Milton Road. The junction acts as a constraint to further development, due to heavy congestion in the morning and evening traffic peaks. Access along Milton Road is also difficult at peak times. The current transport investigations on the Milton Road corridor should help to determine whether a better solution is available, with the results being available to inform the Proposed Submission Plan.
- 1.24 Milton Road is a key arterial route into the city centre and the Transport Strategy for Cambridge and South Cambridgeshire prioritises this route for sustainable modes of transport. Similarly, the A10 corridor north towards Waterbeach and Ely has significant growth planned. Two separate, yet closely related pieces of work are currently underway to investigate transport options for both Milton Road and the Mitcham's Corner area and also the A10 north corridor. These transport options are closely linked to the funding proposals in the Cambridge City Deal for the Milton Road corridor. Both studies will look at ways in which sustainable transport can be developed in each case, which will benefit the CNFE site due to its proximity.
- 1.25 Commercial access into the Nuffield Road Industrial Estate is relatively constrained being off Green End Road and through the adjacent residential area which is a safety and amenity concern for the local residents. It is not practical to have alternative accesses either directly off Milton Road or via the Cambridgeshire Guided Busway extension because of the existing junction and traffic volume constraints on Milton Road. This issue could be addressed to some extent if the area was developed for residential purposes.

Railway station/bus interchange and public transport provision

- 1.26 Proposals for a new railway station and an extension of the Cambridgeshire Guided Busway to form a new transport interchange in CNFE have been developed by Cambridgeshire County Council, the Department of Transport and Network Rail, with planning permission granted earlier this year. These proposals are being progressed with a planned opening date of May 2016.
- 1.27 The interchange proposals include parking for 450 cars and around 1000 bicycles. It is proposed these are provided at ground level. Any significant changes to these parking proposals will require a further planning consent, and it is essential that appropriate provision has been implemented in time for the opening of the new interchange.
- 1.28 Figure 4 shows the existing bus routes and planned extension to the Cambridgeshire Guided Busway network. The TSCSC has the ambition of creating more orbital public transport movements around Cambridge, particularly with the aim of linking up key employment areas. The extension of the CGB into the new railway station will create



links to the north and west of the city. Further study, as part of the TSCSC Action Plan, is to take place on how CNFE can be linked with areas to the east and south-east of the city.

- 1.29 The table below outlines the frequency of the bus services. Discussions will need to take place with the bus operators to determine what further improvements can be made to support the development of the area.

Bus Frequency Table

Bus Service	Frequency (minutes approximate)
Cambridgeshire Guided Busway A	15
Cambridgeshire Guided Busway B	15
Cambridgeshire Guided Busway C/D*	60
Milton Road/Babraham Road Park and Ride	10
Citi 1	10
Citi 2	10
No. 9	30

*All Bus Services are Stagecoach except Busway Services C and D which are Whippet

Parking Demand

- 1.30 New development will bring further demand for parking provision. This needs to be carefully managed and discouraged where possible. Preferably suitable alternative means of transport can be provided for. The amount of parking that is available for motorised vehicles is a key factor in discouraging unnecessary car use.
- 1.31 Given the highly sustainable location of the site, coupled with the need to further reduce the proportion of people driving to work there is a strong argument for strict parking standards and management on the site. The TSCSC also aims to keep car usage in and around the city at current levels, and includes the option of expanding residents parking areas throughout the whole of the city.

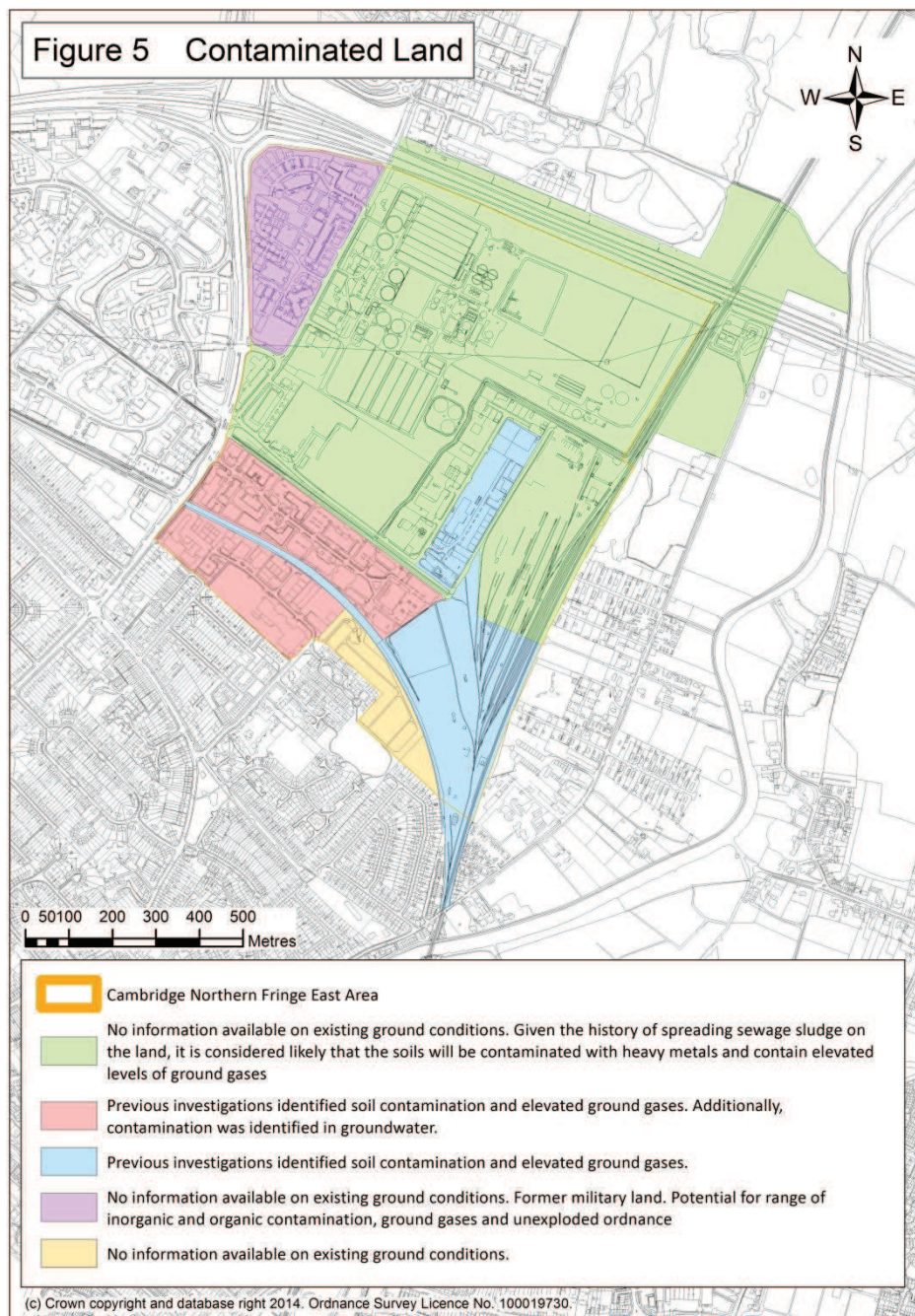
Environment:

Contamination

1.32 A Preliminary Contamination Assessment, carried out in March 2014, identified various contaminants associated with the areas industrial nature, including heavy metals (such as arsenic and lead) in soils, hydrocarbons (such as petrol and diesel range fuel oils and Polycyclic Aromatic Hydrocarbons (PAHs)) in the soil and the groundwater and chlorinated solvents⁶ (such as trichloroethane) also in the soil and groundwater. In addition each of the investigations identified elevated ground gases (methane and carbon dioxide). Figure 5 illustrates the distribution of contaminants in accordance with the latest information.

⁶ in the Nuffield Road area

Figure 5 Contaminated Land



- 1.33 Further investigation will be required to identify contaminated soils and groundwater particularly for the presence of chlorinated solvents (known to be carcinogenic, odorous and volatile) and ground gases (methane, carbon dioxide). Each parcel of land will therefore require a full and detailed site investigation in order to determine ground conditions and the presence, or not, of contamination. As a start additional borehole investigations are being carried out to better understand the spread of contaminants across CNFE.
- 1.34 The Implementation and Phasing Strategy will need to include a comprehensive Remediation Plan setting out the level of remediation required. A much higher standard of remediation would be required for sensitive developments such as residential dwellings with gardens.

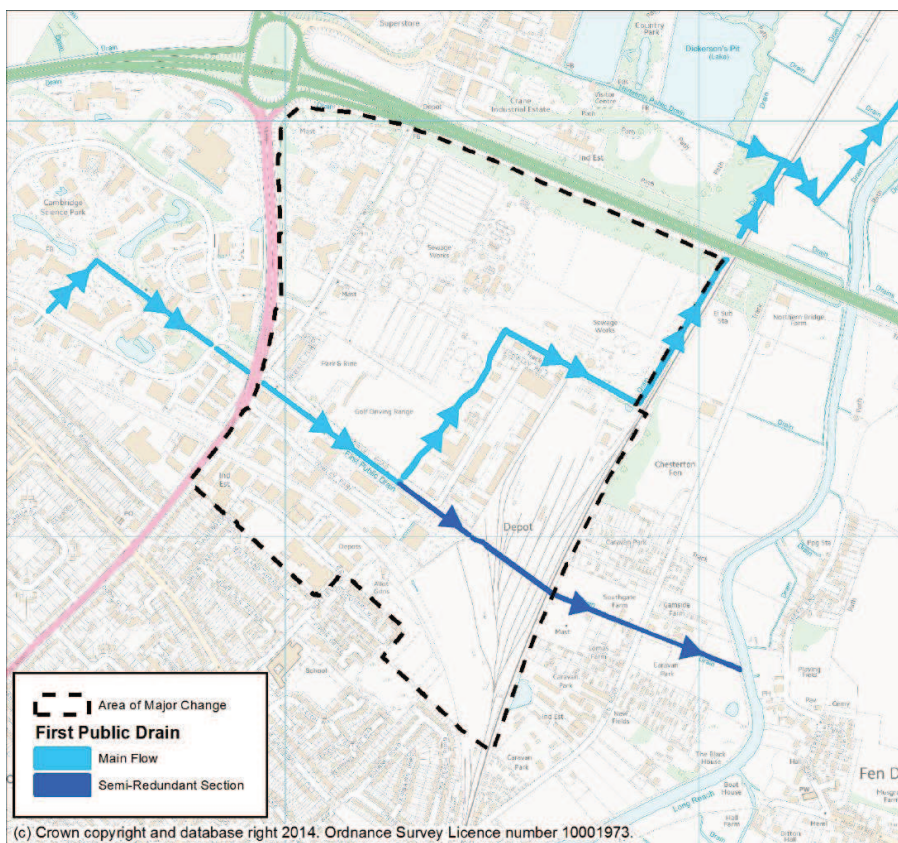
Archaeology

- 1.35 Archaeological investigations to date have not revealed anything of particular note in the area. However, it is likely that an archaeological investigation will be required before any significant development takes place.

Sources of Flood Risk

- 1.36 The River Cam is towards the east of the site. The area is generally flat with a gradual fall toward the east and the River Cam (see Figure 6 below).

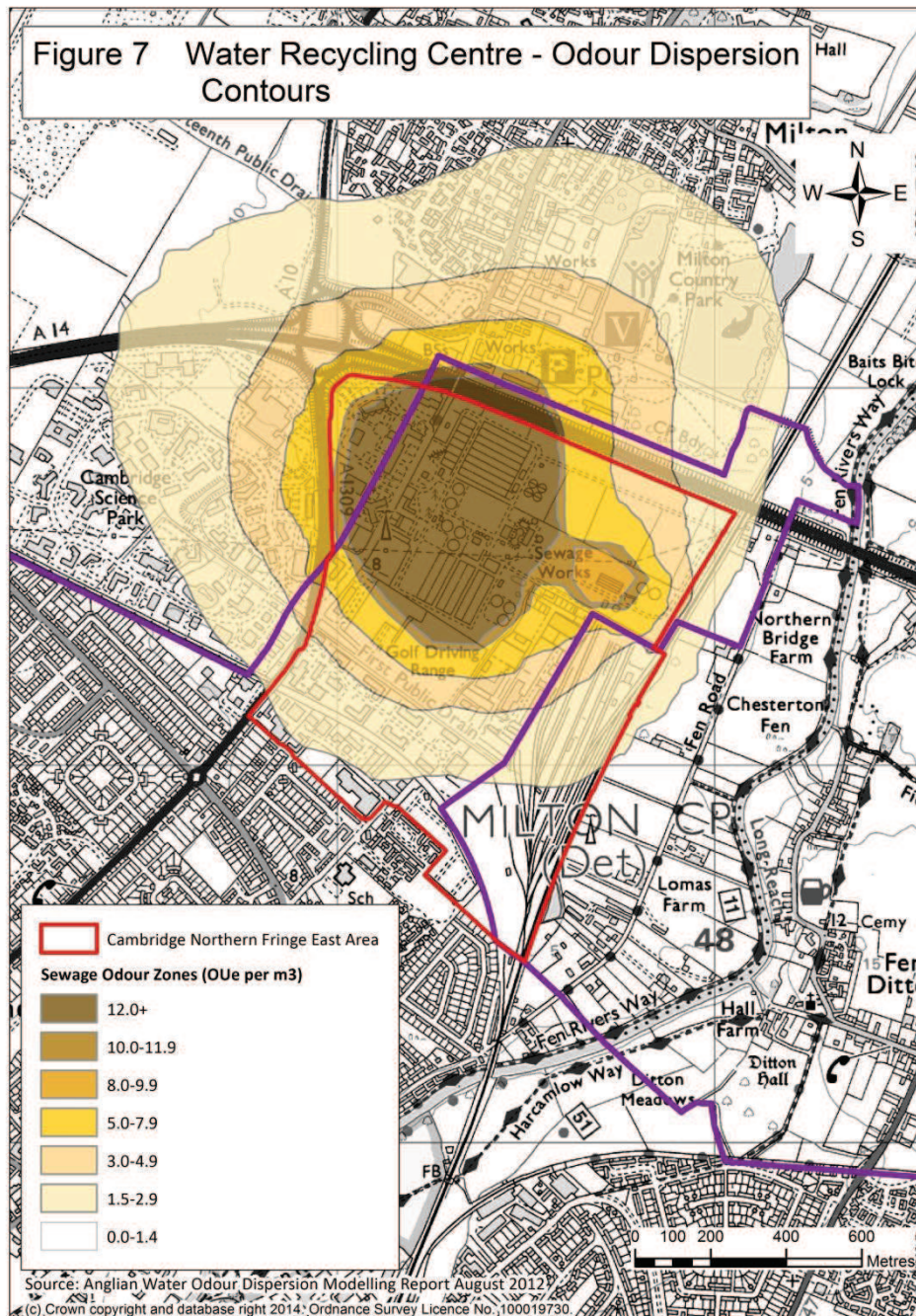
Figure 6 - River Cam and First Public Drain



- 1.37 The First Public Drain flows through the area and provides the surface water drainage for the whole of the area under consideration. It flows from west to east through the Science Park, under Milton Road and the heads north east along and is the boundary to the WRC. It then passes underneath the A14 and then under the main railway line and flows towards the Cam. There is a semi-redundant tributary that continues the line from the Science Park and heads directly towards the Cam under the main railway line. This is only utilised in high flows, with the main flow heading north east.
- 1.38 Both the River Cam and the First Public Drain are sources of potential fluvial flood risk to the area although the risk to the CNFE area is low.
- 1.39 There is a risk of surface water flooding present within the area boundary, confined to small local areas. Any development proposals would have to take this level of risk into consideration and could be mitigated against with a carefully designed surface water management system (e.g. use of SuDS) and finished floor levels set to appropriate levels to mitigate against potential surface water flood risk.
- 1.40 Although levels of groundwater are known to be high, there are no recorded instances of groundwater flooding with CNFE. High groundwater and the contamination in the area are likely to have an impact of the proposed method of surface water disposal but should be regarded as a constraint to be dealt with through onsite mitigation.

Odour and Insects

- 1.41 The Cambridge WRC is a source of both odour and insects, which has an impact on the amenity of the surrounding area, and the mix of uses which will be considered acceptable across the CNFE.
- 1.42 There are 3 recent odour assessment reports available for reference, all providing odour contours for the subject area:
- Cambridge Environmental Research Consultants on behalf of St Johns College, 2012,
 - Anglian Water, 2012
 - Anglian Water, 2014.
- 1.43 The most recent and most detailed guidance on the assessment of odour is in the Institute of Air Quality IAQM 'Guidance on the assessment of odour for planning' (May 2014). This sets out the thresholds for the odour zones which have been mapped out on the following map (Figure 7) utilising the latest Anglian Water 2014 study. Anglian Water's proposed upgrade to the WRC is expected to improve the odour environment.










1.44 The IQAM guidance goes into some detail, but in summary distinguishes between uses in terms of their sensitivity to odour:

- High sensitivity uses (including residential)
- Moderate sensitivity uses (including offices and playing/recreational fields)
- Low sensitivity uses (including industrial and warehouse uses)

1.45 The IQAM guidance also provides advice on the acceptability of uses for the odour zones and this is shown in the following table. The map and table have in turn informed the redevelopment options. The consideration of each planning application will require good professional judgement by a responsible practitioner. It will be considered on its individual merits taking into account a number of considerations, including the FIDOL factors of Frequency, Intensity, Duration, Odour unpleasantness, and Location. The proposal will also require careful consideration of the consequences, scope for securing further mitigation, and the balance with any wider environmental, social and economic benefits that the proposal would bring.

Table: Odour Zones and Uses Acceptable in principle

Colour	OUE per cubic metre	Uses acceptable in principle
	12.0+	Low Sensitivity uses
	10.0-11.9	Low Sensitivity uses
	8.0-9.9	Low Sensitivity uses
	5.0-7.9	Low Sensitivity uses
	3.0-4.9	Moderate (subject to appropriate mitigation measures) or Low Sensitivity uses
	1.5-2.9	Moderate or Low Sensitivity uses
	0.0-1.4	High, Moderate or Low Sensitivity uses

Noise

1.46 Areas immediately adjacent to the A14, the railway line and sidings, and the minerals and waste operations will be potentially unsuitable for some forms of built development because of noise issues. Other areas will require mitigation to design our noise impacts, for example through the use of landscape features or building integrated measures.

1.47 For example, if residential dwellings are proposed close to the proposed new railway station consideration will need to be given to:

- Impacts of rail noise,
- Public address system at the station,
- Associated rail infrastructure (sidings etc).

1.48 Aspect, orientation and distance from the station would all need to be considered if residential development were to be suggested at this location and it may be appropriate to incorporate a barrier of commercial properties between the station and residential.

Other Environmental Impacts

- 1.49 There will be a number of other environmental impacts which will need to be considered at the planning application stage such as air quality associated with the industrial areas and adjacent major roads, dust from the mineral and waste operations, and vibration close to the railway lines.
- 1.50 It is important to control the lighting of new developments to ensure that areas are appropriately lit, while avoiding or minimising light pollution. Excessive lighting reduces the visibility of the night sky, is a waste of energy and can harm residential amenity by disturbing people's sleep. It can also disturb wildlife and be visually intrusive in the landscape.

Landscape, Ecology and Open Space

- 1.51 It is important that major high density development is complimented by landscaping and public realm improvements, so that the spaces around buildings are seen as being as important as the buildings themselves. The CNFE includes several areas of landscape both around its boundary and through its centre, which are important for their amenity and biodiversity value. These features should be retained and enhanced where possible. A balance also needs to be struck, both along the boundaries and within the area, between protecting the amenity of existing and new residents and users, and making the development visible, open and welcoming.
- 1.52 The area includes three notable areas of ecological value;
- Bramblefields Local Nature Reserve on its southern boundary
 - Protected Hedgerow on the east side of Cowley Road opposite St. John's Innovation Centre which is a City Wildlife Site
 - The FirstPublic Drain which is a wildlife corridor
- 1.53 The first two areas are important for their current ecological value.
- 1.54 The Chesterton Sidings includes an area of Jersey Cudweed. This is a protected species under Schedule 8 of the Wildlife and Countryside Act 1981. Development must incorporate measures for protecting this species.
- 1.55 Whilst the First Public Drain has current ecological value, the potential it offers as an enhanced strategic wildlife corridor through the area is particularly important. The wider the corridor the better; allowing for riparian vegetation⁷, tree/shrub planting without shading the watercourse, and a footpath. Access for maintenance is also vital. It is ecologically important that this wildlife corridor is supplemented by a network of green infrastructure across the area.

⁷ Stream or river banks are riparian areas, and the plants that grow there are called riparian vegetation. Riparian vegetation is extremely important because of the many functions it serves including maintaining high water quality in streams, rivers and lakes.

- 1.56 CNFE has very limited existing open space. The Bramblefields Local Nature Reserve and Nuffield Road Allotments are on the southern boundary, and are used by the existing Chesterton residential communities to the south.
- 1.57 The East Chesterton Ward currently has 2.89 hectares of mixed quality protected open space per 1,000 population⁸, which compares poorly to the target of 4.1 hectares per 1,000 population in the updated Open Space Standards of the Cambridge Local Plan 2014 Proposed Submission. This lack of open space emphasises the importance of the CNFE providing sufficient multi-functional open space for the area's needs, balanced with other needs and the nature of the area.

Built Form:

Scale and Massing

- 1.58 The scale of development will be determined by a number of factors including demand, viability and transport constraints. However, an important further consideration will be the resulting massing of the development and its visual impact on CNFE and the wider area. The scale and massing of development at CNFE needs to be appropriate for the area and its context.

Building Heights

- 1.59 CNFE cannot be seen in isolation of Cambridge as a whole in terms of building heights. Cambridge has a varied skyline composed of towers, chimneys and spires, many of which are associated with the historic core. The flat landscape and the relative uniformity of the existing built form, which is mainly three to four storeys in height, means that the few tall buildings, such as King's College Chapel, are major landmarks. Trees form an important element of the Cambridge skyline, within both the historic core and surrounding suburbs and the CNFE area is no exception in this respect. Buildings therefore work with subtle changes in topography and the tree canopy to create a skyline of 'incidents', where important buildings rise above those of a prevailing lower scale.
- 1.60 There is a need to maintain and where appropriate enhance the overall character and qualities of the skyline of Cambridge as the city continues to grow and develop into the future. Views and the wider landscape context will be important considerations. Notwithstanding this, the CNFE area is a significant distance from the historic core of the city and within this context there may be an opportunity for the development to include tall buildings depending upon consideration of:
- Location, setting and context
 - Historical impact
 - Scale, massing and architectural quality
 - Amenity and microclimate

⁸ Source: Cambridge City Council Open Space and Recreation Strategy October 2011

- Public realm
- Any implications for Cambridge Airport's Air Safeguarding Zones

Urban Design

- 1.61 An essential aspect of Cambridge's attractiveness as a place to live, work, study and visit is its character. This character stems from the interplay between its rich architecture and the spaces between buildings. Trees and high quality public realm also play a significant role. The interface between the urban edge and the countryside is a key component of how the city is appreciated in the landscape and contributes to the quality of life and place.
- 1.62 The challenge therefore of the CNFE development is to ensure that it complements and enhances city's character. This can be achieved with high quality design that maximises opportunities to support the natural environment with new and existing open spaces, among other benefits.
- 1.63 The built form will therefore need to reflect and enhance these important local characteristics whilst at the same time addressing the many other physical constraints that have been highlighted in this section. The limited vehicular accesses will determine the pattern and flow of the development. However, with careful design it is thought many of the other constraints can be overcome or be accommodated (including important natural features) into an efficient block layout. This tends to become more feasible where constraints can be removed or relocated and a bigger area of land can be made available for development.

Responding to Climate Change and Managing Resources

- 1.64 To respond to climate change and manage resources effectively CNFE needs to develop in the most sustainable way possible. This means delivering social and economic aspirations without compromising the environmental limits for current and future generations, so that CNFE becomes a low carbon, water sensitive area with a thriving economy. The AAP will ensure that development proposals take a holistic approach to sustainable development, integrating the principles of sustainable design and construction into development proposals from the outset.

Infrastructure:

- 1.65 The following infrastructure will be a potential constraint on development;
- Water – The WRC
 - Transport – Cambridge to Ely railway line on eastern boundary and strategic aggregates rail head
 - Electricity – 132kv overhead power line running east to west across the area

- 1.66 It may be possible to relocate or underground some features, albeit at a significant cost. If they are retained there may be easements or wayleaves to take into account or the need to set back development or provide some form of barrier or screen.
- 1.67 There are also a series of networks of underground cables and pipes across the CNFE, but currently they are not thought to be a major constraint on development.
- 1.68 Early provision of high quality broadband to new homes and offices in Cambridge will avoid future disruption and harm to the street scene, and ensure that all new development is fully integrated into modern communications technology.
- 1.69 It will also support the implementation of the Cambridgeshire and Peterborough Broadband Plan, prepared by the Connecting Cambridgeshire partnership.

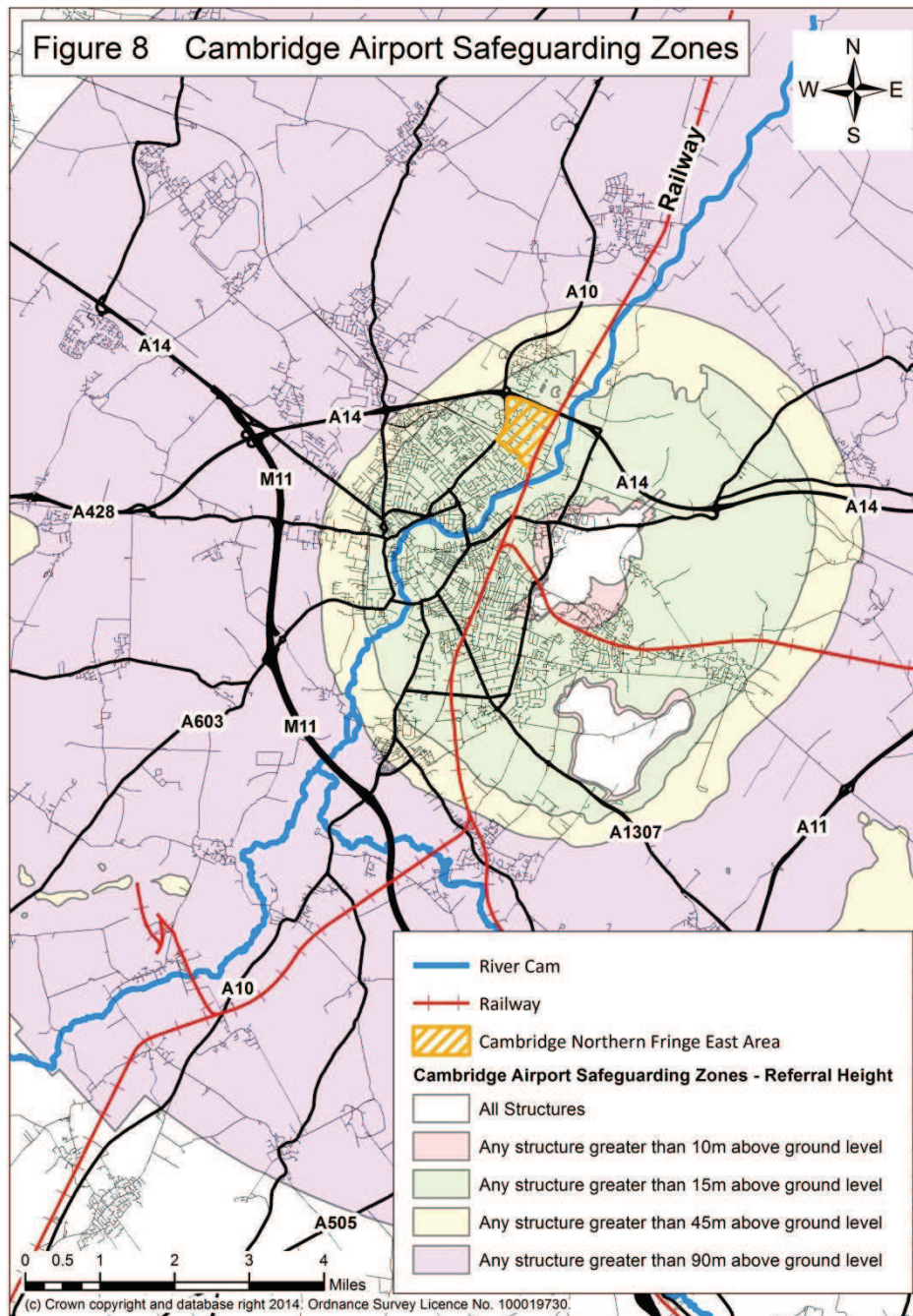
Other Considerations:

Cambridge Airport Air Safeguarding Zones

- 1.70 Air safeguarding zones (shown in Figure 8) are also taken into account in any relevant planning decisions. The zones represent referral heights for consultation with Marshall and the Ministry of Defence. The purpose of airport safeguarding is to take the measures necessary to ensure the safety of aircraft, their passengers and crew while taking off or landing or while flying in the vicinity of Cambridge Airport. The presence of these zones may have implications for the height of new development, and as such will need to be taken into consideration early on in the development of design proposals.

Mullard Radio Astronomy Observatory, Lord's Bridge

- 1.71 The Mullard Radio Astronomy Observatory at Lord's Bridge is of international importance and must be safeguarded. The observatory contains unique radio and optical telescopes. The telescopes measure signals that are very weak and hence highly susceptible to many forms of interference: specifically to electrical interference; microwave interference from telecommunications masts and equipment; and light pollution and mechanical vibration from domestic, industrial plant and other sources, such as the movement of vehicles, including aircraft.
- 1.72 The CNFE lies in a consultation area that requires consultation with the University of Cambridge on any applications that involve activities that could disrupt the workings of the observatory. Early consideration of potential impacts on the observatory will therefore be required in progressing development proposals.



Construction Process and Methods

- 1.73 The CNFE development will take place over a number of years and the construction process can have implications for amenity, public safety, and the landscape setting of the area if not properly planned. The construction process will therefore need careful management in order to avoid or minimise disruption to the adjacent parts of the City and South Cambridgeshire as well as parts of CNFE which have already been built. Realistically, it will not be possible to avoid any impact when development is being undertaken immediately adjoining existing areas but measures should be undertaken to reduce the impact as far as possible.
- 1.74 It would not be appropriate to transport construction spoil over considerable distances as this would be unsustainable and simply transfer the problem elsewhere. The general principle should be for construction spoil to be treated and utilised on site. However, it would not be acceptable to alter the land forms locally by concentrating the spoil into one or more large mounds as this would introduce an alien character into this area.
- 1.75 The construction process utilises a significant amount of resources and development on this scale will generate a considerable amount of spoil and waste building material. Any existing resources available on the site, such as materials from redundant buildings, can help reduce the amount of materials that have to be imported onto the site.
- 1.76 A Construction Environmental Management Plan (CEMP) including a Site Waste Management Plan (incorporating a waste audit and strategy, consistent with the adopted Cambridgeshire and Peterborough Minerals and Waste Plan) will be required to support a planning application.
- 1.77 Developers will be encouraged to register with The Considerate Constructors Scheme which is a national initiative set up by the construction industry or the council's own Considerate Contractors Scheme . Any construction sites and companies that register with the scheme are monitored against a Code of Considerate Practice, which includes guidelines for respecting the community by considering the impact on their neighbours, and for protecting and enhancing the environment.



Cambridge Northern Fringe East Area Action Plan

Appraisal of Policy Options

Prepared for:
South Cambridgeshire District Council and Cambridge City Council

Prepared by:
ENVIRON
Exeter, UK

Date:
October 2014

Project or Issue Number:
UK18-20381

Contract No:	UK18-20381
Issue:	1
Author (signature):	V Pearson/ E Jones
Project Manager/Director (signature):	J Curran
Date:	October 2014

This report has been prepared by ENVIRON with all reasonable skill, care and diligence, and taking account of the Services and the Terms agreed between ENVIRON and the Client. This report is confidential to the client, and ENVIRON accepts no responsibility whatsoever to third parties to whom this report, or any part thereof, is made known, unless formally agreed by ENVIRON beforehand. Any such party relies upon the report at their own risk.

ENVIRON disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the Services.

Version Control Record				
Issue	Description of Status	Date	Reviewer Initials	Author Initials
A	First Draft	28 th October 2014	JC	VP/EJ
1	Draft to Client	28 th October 2014	JC	VP/EJ

1 Appraisal of policy options

The policy options have been appraised against the appraisal framework set out in section xxx and a brief appraisal commentary provided. When carrying out the appraisal the team has considered how the approaches / options would work towards or against the various SA Objectives and whether any mitigation or enhancements need to be addressed whilst the policies are being developed. Because the elements of the plan being assessed are only approaches and not fully worked up policies at this stage, it is not possible in all cases to be definitive in identifying significant effects. Where it is possible to assign a level of significance this has been included within the appraisal commentary. However, in the majority of cases it is only possible to conclude the nature of impact (i.e. beneficial or adverse).

A number of the policies draw upon standards and policies set out in the Cambridge Local Plan: Proposed Submission 2014 to provide a consistent approach across the whole area, which includes land within both Cambridge City Council and South Cambridgeshire District Council local authority areas. The relevant policies are:

- Place and building design;
- Tall buildings and skyline;
- Open space;
- Car parking provision; and
- Cycle parking.

In the case of these policies, the councils considered that it was not a reasonable option to consider using South Cambridgeshire Local Plan policies or standards. This is because using the Cambridge City Council standards / policies better suits the urban context of the site as it is a part of the City.

Another option for the policies would be to develop specific policies and standards for the CNFE area. It has not been deemed to be a reasonable approach to prepare another, different set of policies/standards for this single area because of the level of technical assessment that has already gone into the development of the Cambridge Local Plan policies, and the advantages of a consistent approach with the rest of the city.

PROPOSED APPROACH: PLACE AND BUILDING DESIGN

Policy 55 seeks to protect and enhance the special character of Cambridge by encouraging development that responds to its context. Policy 56 supports development that is designed to be attractive, high quality, accessible, inclusive and safe, positively enhancing the townscape. Policy 57 sets out the measures needed to ensure new buildings are considered high quality in terms of sustainability, functionality and design (including with relation to biodiversity). Policy 59 concerns landscape and the public realm and states that external spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and co-ordinated with adjacent sites and phases. Collectively the policies provide a coherent design approach to place and building design.

The policies seek to ensure that the character of Cambridge is protected and enhanced. In doing so the policies should ensure that the character and distinctiveness of the built environment is both protected and enhanced and in doing so should positively contribute to several of the sustainability objectives.

The policies were appraised for their sustainability impacts as part of the SA of the Cambridge Local Plan. This appraisal showed that the policies should lead to significant positive effects in terms of encouraging proposals that lead to high quality design and an improved public realm. For this appraisal, it is important to analyse these policies in the context of the CNFE. With regard to landscape and design, the CNFE area is not particularly sensitive in terms of townscape so would not require any particular considerations in this regard. As the Local Plan recognises, different elements of place making may be more or less important than others, depending on the nature and complexity of the site and its surroundings. Therefore, it is not considered that the policies will have different effects in the CNFE than they would when applied to Cambridge generally. Therefore, the policies support the achievement of the following SA Objectives and should result in significant beneficial impacts:

- SA Objective 5: Maintain and enhance the range and viability of characteristic habitats and species and improve opportunities for people to access and appreciate wildlife and green spaces
- SA Objective 6: Maintain and enhance the diversity and local distinctiveness of landscape and townscape character
- SA Objective 9: Maintain and enhance human health and wellbeing, and reduce inequalities
- SA Objective 10: Improve the quantity and quality of publically accessible open space

No potential negative impacts have been identified. The proposed approach would have a neutral impact on the remainder of the SA Objectives.

PROPOSED APPROACH: DENSITIES

Much of the land in the area is under-utilised in terms of development density. The proposed approach should ensure that the density of the development reflects the specific needs of the area. As stated in the Issues and Options document, the high level of accessibility provided by the proposed new Railway Station and Guided Busway means that high densities, comparable with new developments near the existing Cambridge railway station, are possible. The supporting text of the policy approach mentions specific local

issues that need to be built into the consideration of density including landscape and townscape impacts, residential amenity, parking requirements, building heights and layout, open space standards and water related issues, and legal and property constraints. As long as these issues are considered by the council when developing the density proposals for the site, the proposed approach will have a beneficial impact on the following SA objectives, helping to use land efficiently, respect local character and make local services more viable, thus potentially reducing the need to travel:

- SA Objective 1: Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves.
- SA Objective 6: Maintain and enhance the diversity and local distinctiveness of landscape and townscape character.
- SA Objective 13: Improve the quality, range and accessibility of services and facilities.
- SA Objective 16: Reduce the need to travel and promote more sustainable transport choices.

No potential negative impacts have been identified. The proposed approach would have a neutral impact on the remainder of the SA Objectives.

<i>PROPOSED APPROACH: TALL BUILDINGS AND SKYLINES</i>

Cambridge Local Plan has a policy on tall buildings (Policy 60: Tall buildings and the skyline in Cambridge) and an Appendix F called Tall Buildings and the Skyline. Appendix F sets out a detailed explanation of the required approach, methodology and assessment to developing and considering tall buildings in Cambridge.

Policy 60 was appraised for its sustainability impact as part of the SA of the Cambridge Local Plan. The SA stated that the inclusion of this policy / guidance will help to contribute to the sustainability objective of ensuring that the scale of new development is sensitive to the existing key landmark buildings and low lying topography of the City. It is important to analyse this policy in the context of the CNFE. CNFE cannot be seen in isolation of Cambridge as a whole in terms of building heights. Cambridge has a varied skyline composed of towers, chimneys and spires, many of which are associated with the historic core. The flat landscape and the relative uniformity of the existing built form, which is mainly three to four storeys in height, means that the few tall buildings, such as King's College Chapel, are major landmarks. Trees form an important element of the Cambridge skyline, within both the historic core and surrounding suburbs and the CNFE area is no exception in this respect. It is not considered that the policy will have a different effect in the CNFE than it would when applied to Cambridge generally. Therefore, the policies support the achievement of the following SA Objective and should result in significant beneficial impact:

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

No potential negative impacts have been identified. The proposed approach would have a neutral impact on the remainder of the SA Objectives.

Please note that the Council are undertaking further work over the coming months in relation to landscape, skyline and building heights in the CNFE area. This further work will be incorporated into the SA when available.

PROPOSED OPTIONS: BUILDING HEIGHTS

As noted above, the Councils are undertaking further work over the coming months in relation to landscape, skyline and building heights in the CNFE area. This further work will be incorporated into the SA when available. In the absence of this work, however, some general conclusions can be drawn.

Option A will reflect the form and character of development currently in the area so will therefore have a significant beneficial effect on SA Objective 6: Maintain and enhance the diversity and local distinctiveness of landscape and townscape character.

Option B is less likely to reflect the character of development currently in the area, however, this is not necessarily detrimental and could provide new positive focal points and landmarks in the area, depending on how developments are designed and placed. As long as policies on design are followed by developers and adequate consultation is undertaken with the public and statutory consultees the impact of this option could be significantly beneficial. As highlighted in the policy approach this could also provide more flexibility in the overall masterplanning of the site, therefore, having indirect beneficial effects on several of the objectives.

Option C is also less likely to reflect the character of the area but poses more risk as no maximum building heights will be prescribed. This could detract from the current skyline of the city and has the most risk attached to it with regard to significant negative effects. If this option is taken forward it will be crucial for developers to enter into a positive and collaborative planning approach which includes statutory consultees and the public.

Please note that building heights would be included in the visual and landscape assessment which would be submitted with planning applications and that the Cambridge City Council's existing policy approach on Tall Buildings and Skylines outlined in the previous policy approach would also need to be adhered to.

PROPOSED APPROACH: BALANCED AND INTEGRATED COMMUNITIES – EFFECTIVE INTEGRATION WITH THE WIDER AREA

The proposed approach should improve the integration of neighbouring areas with the CNFE area and provide employment opportunities and community facilities. A key objective of Cambridge City Council is to address issues of social exclusion, poverty and disadvantage within Cambridge, ensuring that the prosperity benefits of growth are shared more fairly by all in the city. CNFE currently has very limited facilities (e.g., retail, leisure and community uses) both within its boundary and in the surrounding area. The approach supports the achievement of the following SA Objectives and should result in beneficial impacts:

- SA Objective 6 Maintain and enhance the diversity and local distinctiveness of landscape and townscape;
- SA Objective 9 Maintain and enhance human health and wellbeing, and reduce inequalities;
- SA Objective 10 Improve the quantity and quality of publically accessible open space;
- SA Objective 12 Redress inequalities related to age, disability, gender, race, faith, location and income; and
- SA Objective 13 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities).

No potential negative impacts have been identified. The proposed approach would have a neutral impact on the remainder of the SA Objectives.

PROPOSED APPROACH: NEW EMPLOYMENT USES

Cambridge has been identified as one of the five most competitive cities in the UK, and one of the most recession proof cities that is likely to lead Britain back to growth. It is important that employment uses proposed for the site are able to support the cutting edge nature of the economic sectors represented in Cambridge.

The proposed approach for new employment uses is likely to deliver a range of employment opportunities and meet the needs of different businesses, including local business clusters. The approach specifically supports the achievement of SA Objective 14 Improve the efficiency, competitiveness, vitality and adaptability of the local economy and should result in significant beneficial impacts.

No potential negative impacts have been identified in relation to any of the other SA Objectives. The proposed approach would have a neutral impact on the remainder of the SA Objectives.

PROPOSED APPROACH: SHARED SOCIAL SPACE

The supporting text to the policy approach recognises that employment areas require complementary social and support facilities if they are to achieve the full potential of the area. This has been supported through a number of studies including the Cambridge Cluster at 50 report¹ and the Employment Options Study which showed that the Northern Fringe Employment Area including CNFE should plan in facilities and focal points for social interaction for all new developments. The proposed approach should ensure that a vibrant working environment is developed which provides for the needs of workers. The proposed approach will have a beneficial impact on the following SA Objectives:

- SA Objective 9: Maintain and enhance human health and wellbeing, and reduce inequalities
- SA Objective 13: Improve the quality, range and accessibility of services and facilities.
- SA Objective 16: Reduce the need to travel and promote more sustainable transport choices.

No potential negative impacts have been identified. The proposed approach would have a neutral impact on the remainder of the SA Objectives.

PROPOSED OPTIONS: CHANGE OF USE FROM OFFICE TO RESIDENTIAL OR OTHER PURPOSES

Over the last ten years, and beyond, Cambridge has seen a loss of land and premises in industrial use as higher value uses, such as residential and retail, have put pressure on

¹ East of England Development Agency and Partners. Cambridge Cluster at 50: The Cambridge Economy; Retrospect and Prospect (2011)

sites. The offices and industrial uses make up an important part of the economy meeting the needs of people and businesses in the local area, in particular the business services that high technology firms rely on, as well as helping to provide a diverse range of jobs. Therefore, it is important to safeguard these uses.

Policy option B will provide protection against employment uses being turned into housing. Policy option A will not provide this kind of protection and arguably could undermine efforts to regenerate the area.

Option A could have negative impacts on the following SA objectives:

- SA Objective 14: Improve the efficiency, competitiveness, vitality and adaptability of the local economy
- SA Objective 15: Support appropriate investment in people, places, communications and other infrastructure.

Option B, if successful in protecting employment development could have beneficial impacts on the same SA objectives.

The proposed options would have a neutral impact on the remainder of the SA Objectives.

PROPOSED OPTIONS: CAMBRIDGE SCIENCE PARK

The development of the CNFE area will result in intensification of use which will help to turn the area into an employment hub. Option A will not lead to any negative impacts, however, it may result in missed opportunities with regard to updating the building stock and look of the Science Park, increasing densities and providing additional employment space. In contrast Option B could encourage greater intensification of use on the Cambridge Science Park, and/or intensification over a shorter time period, than may otherwise occur and may enable the park to be integrated functionally with the rest of the AAP area and ensure more integrated public transport strategies to be developed. This will have beneficial impacts on the following SA objectives:

- SA Objective 1: Minimise the irreversible loss of undeveloped land, protect soils and economic mineral reserves.
- SA Objective 6: Maintain and enhance the diversity and local distinctiveness of landscape and townscape character.
- SA Objective 14: Improve the efficiency, competitiveness, vitality and adaptability of the local economy.
- SA Objective 15: Support appropriate investment in people, places, communications and other infrastructure.
- SA Objective 16: Reduce the need to travel and promote more sustainable transport choices.

The proposed options would have a neutral impact on the remainder of the SA Objectives.

The council have also proposed extending the site boundary to include Chesterton Sidings Triangle. The option is to include a very small triangular area of land to the south of the sidings that (1) may be used for the proposed new railway station and (2) to provide a pedestrian/cycle access for CNFE as part of the Chisholm Trail. The option will be positive as it will enable positive planning of this small but important area of the CNFE area. The option will have a significant positive effect on the following SA Objective:

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

In enabling sustainable transport it will also have positive benefits on other SA Objectives including:

- SA Objective 2: Improve air quality and minimise or mitigate against sources of environmental pollution.
- SA Objective 7: Minimise impacts on climate change (including greenhouse gas emissions).

There are also two discounted options for this policy approach:

- Land to the north of the A14; and
- Land to the east of the railway line, both within the control of South Cambridgeshire District Council.

These options have not been tested for their sustainability as they are not deemed to be reasonable options. The reasons for this as are stated in the Issues and Options report, namely:

- These areas do not include land which reflects the characteristics of the AAP area and would not be consistent with the submitted Local Plans;
- The areas are largely Green Belt and no changes to the Green Belt boundaries in these areas have been identified through the Local Plans' Green Belt review;
- Much of the land near the river is at high risk of flooding; and
- The area to the east contains Gypsy and Traveller site provision. Existing Gypsy and Traveller sites are proposed to be safeguarded in the South Cambridgeshire Submission Local Plan.

<p>PROPOSED OPTIONS: CHANGE OF USE FROM INDUSTRIAL TO OTHER PURPOSES AT NUFFIELD ROAD</p>
--

Option A will have a Neutral performance against the SA Objectives. It supports the achievement of 'SA objective 14 Improve the efficiency, competitiveness, vitality and adaptability of the local economy' by maintaining the industrial uses on the site but could result in adverse impacts with regards to nearby residents with regards to traffic issues (SA Objective 9 Maintain and enhance human health and wellbeing, and reduce inequalities).

Option B, replacing industrial uses with office and relocating existing businesses elsewhere in the AAP, should result in beneficial impacts with regards to:

- SA Objective 9 Maintain and enhance human health and wellbeing, and reduce inequalities; and
- SA Objective 2 Improve air quality and minimise or mitigate against sources of environmental pollution.

However, it could result in adverse impacts with regards to 'SA Objective 14 Improve the efficiency, competitiveness, vitality and adaptability of the local economy' should spatial option 2 to taken forward because the option involves a net loss in industrial/storage uses (- 7.1 hectares compared to existing) and therefore there is a risk that businesses could not be relocated. However, spatial options 3 and 4 should be able to accommodate the existing

businesses at Nuffield Road industrial area as they will result in net increases in industrial/storage uses.

Option C, release of employment land in the Nuffield Road area for residential uses and seeking to accommodate those existing business uses elsewhere within the CNFE area, should also result in beneficial impacts with regards to:

- SA Objective 9 Maintain and enhance human health and wellbeing, and reduce inequalities;
- SA Objective 2 Improve air quality and minimise or mitigate against sources of environmental pollution; as well as
- SA Objective 11 Ensure everyone has access to decent, appropriate and affordable housing

Again, it could result in adverse impacts with regards to 'SA Objective 14 Improve the efficiency, competitiveness, vitality and adaptability of the local economy' as for Option B above.

The redevelopment of the land at Nuffield Road should involve the remediation of contaminated land present on the site. This requires further investigation but residential development may be limited to dwellings without private gardens.

<i>PROPOSED APPROACH: BALANCED AND INTEGRATED COMMUNITIES - WIDER EMPLOYMENT BENEFITS</i>

Neighbouring residential areas are home to some of the city's more disadvantaged communities with pockets of employment and income deprivation. Requiring developers to consider how they can provide training and employment opportunities will be positive in reducing these inequalities. The policy approach could have beneficial impacts on the following SA objectives:

- SA Objective 9: Maintain and enhance human health and wellbeing, and reduce inequalities.
- SA Objective 12: Redress inequalities related to age, disability, gender, race, faith, location and income.
- SA Objective 13: Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities).
- SA Objective 14: Improve the efficiency, competitiveness, vitality and adaptability of the local economy.
- SA Objective 15: Support appropriate investment in people, places, communications and other infrastructure.

No potential negative impacts have been identified. The proposed approach would have a neutral impact on the remainder of the SA Objectives.

<i>PROPOSED OPTIONS: HOTEL & CONFERENCING FACILITIES</i>
--

A need for a hotel in this area has not been identified within the baseline data review and therefore Option A, which does not make provision for a hotel within the CNFE AAP, does not result in any adverse impacts.

Options B and C include provision for a hotel with or without conferencing facilities, which would provide a facility for use by local businesses and their visitors would reduce the need to travel further afield for overnight accommodation. A hotel could also support the vitality of the area by creating an evening economy in this area, assuming that public spaces are designed for safety and security. The provision of a hotel could also provide a wider range of employment opportunities within this area.

Options B and C perform similarly in that, by providing a hotel with or without conferencing facilities, the options would support the achievement of the following SA Objectives and would result in minor positive impacts:

- SA Objective 13 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities);
- SA Objective 14 Improve the efficiency, competitiveness, vitality and adaptability of the local economy;
- SA Objective 15 Support appropriate investment in people, places, communications and other infrastructure; and
- SA Objective 16 Reduce the need to travel and promote more sustainable transport choices.

Option C could perform marginally better than Option B, through the provision of more facilities to support local businesses.

No potential negative impacts have been identified in relation to any of the other SA Objectives. The proposed approach would have a neutral impact on the remainder of the SA Objectives.

PROPOSED APPROACH: BALANCED AND INTEGRATED COMMUNITIES - HOUSING MIX

PROPOSED APPROACH: AFFORDABLE HOUSING REQUIREMENT

The proposed approach to housing mix and affordability will have a significant beneficial impact on the following SA Objectives:

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

It will also have beneficial impacts on the following SA Objectives, but the significance of the impacts will be dependent on the exact mix of housing developed:

- SA Objective 9: Maintain and enhance human health and wellbeing, and reduce inequalities.
- SA Objective 12: Redress inequalities related to age, disability, gender, race, faith, location and income.

No potential negative impacts have been identified in relation to any of the other SA Objectives. The proposed approach would have a neutral impact on the remainder of the SA Objectives.

PROPOSED OPTIONS: PRIVATE RENTED ACCOMMODATION

There is a high level of housing need in the Cambridge area (see the Strategic Housing Market Assessment (SHMA) for the Cambridge sub-region). It is important to increase the supply of all types of housing, including affordable housing, and maintain a mix of different types of sizes, types and tenures of housing to meet a wide range of housing needs. The private rented sector is becoming more important in the city because of high house prices. Both of the options would help to achieve several of the SA Objectives including:

- SA Objective 9: Maintain and enhance human health and wellbeing, and reduce inequalities.
- SA Objective 11: Ensure everyone has access to decent, appropriate and affordable housing.

It is clear that if there is a demand for private rented accommodation in the area which will fill a housing need, then Option B will perform the best. However, the council needs to collect more evidence that this is indeed the case and ensure that any policy does not preclude the development of other forms of housing if they will help to fulfil the local housing need.

PROPOSED OPTIONS: STUDENT HOUSING

Student accommodation is a high percentage among the city accommodation and demand appears to be continuing. It is important to increase the supply of all types of housing, including student housing.

Four options are presented. Without detailed information about the need for student housing only general conclusions can be made.

Option A would appear to be unduly prescriptive in that it precludes the provision of student accommodation even though it is clear that there is demand. This would appear to be an unreasonable approach and we would recommend that it is not taken forward.

Options B, C and D could all have positive effects if developed using an up to date evidence base. A risk in developing student housing is that it could have the impact of reducing the overall supply of affordable housing as sites are developed for students and not the general population. Options B and D would seem to be the most effective in reducing this risk and therefore, have the potential to have the most positive effect. Option C would appear to pose the most risk to jeopardising the provision of affordable housing.

PROPOSED APPROACH: PROVISION OF SERVICES AND FACILITIES

PROPOSED APPROACH: NEW LOCAL CENTRE:

The area currently has very limited facilities (e.g. retail, leisure and community uses) both within its boundary and in the surrounding area. This concern has been supported through a number of studies including the Cambridge Cluster at 50 report² and the Employment Options Study showed that the Northern Fringe Employment Area including CNFE should plan in facilities and focal points for social interaction for all new developments. The AAP

² East of England Development Agency and Partners. Cambridge Cluster at 50: The Cambridge Economy; Retrospect and Prospect (2011)

and future development proposals offer an opportunity for provision of a new community core with shops, services, restaurants, cafés etc. with possible links to improved facilities on the Cambridge Science Park. The proposed approach should ensure that a vibrant working environment is developed which provides for the needs of the workers. The proposed approach will have a beneficial impact on the following SA objectives:

- SA Objective 9: Maintain and enhance human health and wellbeing, and reduce inequalities
- SA Objective 13: Improve the quality, range and accessibility of services and facilities.
- SA Objective 16: Reduce the need to travel and promote more sustainable transport choices.

No potential negative impacts have been identified. The proposed approach would have a neutral impact on the remainder of the SA Objectives.

PROPOSED OPTIONS: OPEN SPACE

The CNFE has very limited existing open space and the East Chesterton Ward currently has 2.89 hectares of mixed quality protected open space per 1,000 population (source: Cambridge City Council Open Space and Recreation Strategy October 2011), which compares poorly to the target of 4.1 hectares per 1,000 population in the updated Open Space Standards of the Cambridge Local Plan 2014 Proposed Submission.

The lack of open space emphasises the importance of the CNFE AAP providing sufficient multi-functional open space for the area's needs, although this should be balanced with other needs and the nature of the area. Open spaces are a key aspect of high quality urban environments and are fundamental to the character of the city. As recognised in the Cambridge Local Plan 2014 Proposed Submission, an essential part of Cambridge's character stems from the relationship between the city's buildings and open spaces. It is likely that due to the restriction of space on the site off site contributions will be required to meet the open space standards in the Local Plan.

The policy approach will have a beneficial impact on the following SA Objectives:

- SA Objective 5: Maintain and enhance the range and viability of characteristic habitats and species and
- SA Objective 6: Maintain and enhance the diversity and local distinctiveness of landscape and townscape character improve opportunities for people to access and appreciate wildlife and green spaces.
- SA Objective 9: Maintain and enhance human health and wellbeing, and reduce inequalities; and
- SA Objective 10: Improve the quantity and quality of publically accessible open space.

The significance of the impacts will be dependent on what is planned on site and the balance between on-site provisions and off site contributions. No potential negative impacts have been identified although care needs to be taken to ensure that development on the site remains viable. The proposed approach would have a neutral impact on the remainder of the SA Objectives.

PROPOSED APPROACH: KEY TRANSPORT AND MOVEMENT PRINCIPLES

Further work needs to be completed on access to the site including traffic modelling. However, the policy approach sets out some positive principles that will help to guide the development of the site. The transport network in Cambridge is relatively constrained with finite capacity for vehicles and access to the main part of the CNFE area is limited with just one main route in and out onto Milton Road. Capacity at this junction and along the Milton Road Corridor is a significant constraint. Permeability across the site is currently severely restricted due to physical barriers including the A14, the railway line and Milton Road. Increasing permeability is therefore challenging and crucial. It is recognised that the AAP and subsequent development proposals provide an opportunity to maximise the sustainable transport opportunities offered by the proposed new railway station, the extension to the Guided Bus and connection to the existing high quality off-road cycle network alongside the existing Guided Busway, as well as enhancements to the network including the new Chisholm Trail. The policy approach will have a beneficial impact on the following SA Objectives:

- SA Objective 2: Improve air quality and minimise or mitigate against sources of environmental pollution.
- SA Objective 7: Minimise impacts on climate change (including greenhouse gas emissions).
- SA Objective 16: Reduce the need to travel and promote more sustainable transport choices.

No potential negative impacts have been identified. The proposed approach would have a neutral impact on the remainder of the SA Objectives.

<i>PROPOSED OPTIONS: MODAL SHARE TARGET:</i>
--

Because of the constrained nature of the Cambridge transport system it is vitally important that traffic levels are kept stable and that a modal share target is set. The traffic modelling that will be carried out will provide vital evidence for the appraisal. A Paramics micro stimulation model and CSRM (Cambridge Sub Region Model) will be developed which will test the impacts on traffic levels and distribution of different options. In the absence of the modelling work only a broad assessment can be made.

The 2011 census showed that despite the increase in population in the ten years since the previous census, the proportion of employed residents of the city who drove to work dropped from 37.5% to 30%. In order for these traffic levels to continue to remain stable, despite the forecast growth for the city, work undertaken by the councils indicate that the proportion of employed city residents who drive to work needs to fall even further, to 24%. The sites highly sustainable location highlights the potential to achieve the 24% needed across the city to keep traffic levels stable. With the existing and future pressures on the city's road network, CNFE must seek to facilitate the greatest possible public transport and cycle mode share.

Option C is likely to cause negative impacts because it will not seek to constrain road traffic from the site. This is likely to cause increases in road traffic which will cause increases in noise, air pollution, CO2 and nuisance. This is also likely to constrain economic growth in the medium and long term. Therefore, the option is likely to have negative impacts on the following SA Objectives:

- SA Objective 2: Improve air quality and minimise or mitigate against sources of environmental pollution.
- SA Objective 7: Minimise impacts on climate change (including greenhouse gas emissions).
- SA Objective 14: Improve the efficiency, competitiveness, vitality and adaptability of the local economy
- SA Objective 16: Reduce the need to travel and promote more sustainable transport choices.

Options A and B are likely to have beneficial impacts on most of the above SA Objectives through helping to restrict road traffic (in association with the transport strategy that is set for the site). However, without specific traffic modelling on the impacts of different modal shares (and without further details on what would be needed to make the area an exemplar scheme) the significance of the impacts cannot be judged.

There may be some concern that higher modal share targets might inhibit some commercial demand for new floorspace when linked with restricted car parking if some find it difficult to use their car. Therefore, Options A and B may have a slight negative effect on Objective 14 in the short term. Options A and B are likely to have a beneficial effect on Objective 14 in the medium and long term as the travel options in the area significantly improve and users of the site become more used to alternative modes of travel. High modal share targets are likely to become more the norm in Cambridge and this site will have a competitive advantage because of its accessibility.

PROPOSED OPTIONS: VEHICULAR ACCESS AND ROAD LAYOUT

The current access to the site is limited with just one main route (Cowley Road) in and out onto Milton Road. The junction acts as a bottleneck constraint to further development as it suffers from heavy peak time congestion. Investigations are currently ongoing with regard to access solutions for the site but the results are not yet available. In the absence of this work only a broad assessment can be made.

Option A would not appear to be a practical solution due to the congestion this will cause and the impacts this will have on the character of the site as Cowley Road is expected to serve as a green boulevard. Having all traffic access the site in this way would undermine the urban design aspirations of this element of the masterplan. Therefore, Option A would have negative impacts on the following SA Objectives:

- SA Objective 6: Maintain and enhance the diversity and local distinctiveness of landscape and townscape character
- SA Objective 10: Improve the quantity and quality of publically accessible open space
- SA Objective 16: Reduce the need to travel and promote more sustainable transport choices.

It would seem that Options B and C are likely to perform better both in terms of congestion and in terms of urban design principles. It is difficult to assess in detail without the results of the access investigations. However, Option B is likely to perform better against SA Objectives 6 and 10. However, Option C might perform better in transport terms as it is more likely to reduce congestion (as it provides more road space for vehicle access) and may perform well in terms of safety as it separates HGVs from other road traffic.

PROPOSED OPTIONS: PARKING AT TRANSPORT INTERCHANGE

The current (and consented) interchange proposals include parking for 450 cars and around 1000 bicycles at ground level. Option A will have beneficial impacts on the following SA Objectives:

- SA Objective 2: Improve air quality and minimise or mitigate against sources of environmental pollution
- SA Objective 7: Minimise impacts on climate change (including greenhouse gas emissions)
- SA Objective 14: Improve the efficiency, competitiveness, vitality and adaptability of the local economy
- SA Objective 16: Reduce the need to travel and promote more sustainable transport choices.

It will do this through enabling access to more sustainable modes of transport and therefore helping to promote the competitiveness of the area and providing beneficial environmental impacts of modal switch.

Option B, provision of a multi storey car park is quite a significant change. This will need to be assessed as part of an additional planning permission especially in terms of visual impacts on houses to the east of the CNFE area and the impacts are also dependent on the planned heights of the buildings in the immediate area (which is currently unknown). Option

B would have the beneficial impacts identified above but would also potentially have negative impacts on the following SA Objective:

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

In addition, Option B could possibly have a beneficial impact on the following SA Objective through making more effective use of land:

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

PROPOSED OPTIONS: CAR PARKING PROVISION

Careful consideration needs to be given to appropriate levels of car parking provision for the site, with a potentially strong argument for strict parking standards given CNFE's highly sustainable location. Similarly to the policy approach on modal share, the traffic modelling that will be carried out will provide vital evidence for the appraisal. A Paramics micro stimulation model and CSRM (Cambridge Sub Region Model) will be developed which will test the impacts on traffic levels and distribution of different options. In the absence of the modelling work only a broad assessment can be made. Without specific traffic modelling on the impacts of different modal shares (and without further details on what would be needed to make the area an exemplar scheme) the significance of the impacts cannot be judged.

All of the options are likely to have positive impacts on the following SA Objectives:

- SA Objective 2: Improve air quality and minimise or mitigate against sources of environmental pollution.
- SA Objective 7: Minimise impacts on climate change (including greenhouse gas emissions).
- SA Objective 14: Improve the efficiency, competitiveness, vitality and adaptability of the local economy.
- SA Objective 16: Reduce the need to travel and promote more sustainable transport choices.

However, it will be important that a practical sustainable transport strategy is developed to enable people to access the site using modes other than the car.

Please note that an option based on less restrictive parking standards has not been developed (and assessed) as this was not considered a reasonable approach given the context of the site and its access issues.

PROPOSED OPTIONS: CYCLE PARKING PROVISION

Given the sustainable location of the site, there is the potential for many trips generated by the development to be made by bike. The site already has the potential to be connected in a number of directions to existing or planned high quality cycle infrastructure. The planned Chisholm Trail will connect the site to Cambridge Station and the Addenbrooke's campus and eastwards, the site will also connect to the guided busway through the new guided busway extension. There are also plans for upgrades to the cycling infrastructure along Cowley Road. All of the options are likely to have positive impacts on the following SA Objectives:

- SA Objective 2: Improve air quality and minimise or mitigate against sources of environmental pollution.
- SA Objective 7: Minimise impacts on climate change (including greenhouse gas emissions).
- SA Objective 14: Improve the efficiency, competitiveness, vitality and adaptability of the local economy.
- SA Objective 16: Reduce the need to travel and promote more sustainable transport choices.

Options B and C are likely to have more beneficial effects than Option A. However, the success of the standards is dependent on the transport strategy developed for the site.

<p>PROPOSED OPTIONS: SUSTAINABLE DESIGN AND CONSTRUCTION AND FLOOD RISK</p>
--

The Cambridge Local Plan has the following policies in relation to sustainable design and construction:

- Policy 27: Carbon reduction, community energy networks, sustainable design and construction, and water use
- Policy 28: Allowable solutions for zero carbon development
- Policy 29: Renewable and low carbon energy generation
- Policy 31: Integrated water management and the water cycle
- Policy 32: Flood risk

The South Cambridgeshire Local Plan also has a number of policies (shown below):

- 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 CC/4: Sustainable Design and Construction
- Policy CC/8: Sustainable Drainage Systems

The sustainability appraisals for the Cambridge Local Plan and the South Cambridgeshire Local Plan find that the policies will be generally positive in terms of promoting sustainability (although with some reservations about the use of the phrase “unless it can be demonstrated that such provision is not technically or economically viable” in Cambridge Local Plan Policy 27 and some concern about the effects of large numbers of solar panels on townscape in South Cambridgeshire).

The district policies are not exactly the same and have slightly different provisions. Table XX below sets out the requirements for each.

It is not possible to state exactly how the sustainability performance of the policies would differ because it is not clear what mix of development is likely to come forward. There are some conclusions that can be drawn however from the comparison of Options A and B.

- Option A might be a difficult approach to develop because there are differences in the policy approaches in the two plans. This may lead to uncertainty and it is less likely that the site will deliver development to the same standards with relation to sustainable

design and construction and climate change as that which would be specified under Option B.

- Option B would provide more clarity to developers and would be clearer in terms of the exact provisions required. However, if Option B is taken forward the councils should ensure that the most stringent provisions are applied to the site.

Table xx: Comparison of sustainable construction and design policies

Issue	Option A		Option B
	Cambridge	South Cambridgeshire	New Policy
Provision of a sustainability statement	<p>Promoters of major development... should prepare a sustainability statement ... outlining their approach to the following issues:</p> <ul style="list-style-type: none"> • adaptation to climate change • carbon reduction • water management • site waste management • e. use of materials 	<p>Planning permission will only be granted for proposals that demonstrate and embed the principles of climate change mitigation and adaptation into the development. Applicants must submit a Sustainability Statement to demonstrate how these principles have been embedded into the development proposal.</p>	<p>All development proposals to demonstrate how the principles of sustainable design and construction have been integrated into the design of proposals, giving specific consideration to:</p> <ul style="list-style-type: none"> • adaptation to climate change • carbon reduction (both in relation to the design and layout of developments and buildings themselves and through the promotion of sustainable modes of transport) • water management • site waste management • use of materials.
New homes	<p>By 2016</p> <p>Code for sustainable Homes Level 4</p> <p>On-site reduction of regulated carbon emissions relative to Part L 2006: 44% - 60% on-site, with remainder dealt with through allowable solutions (as per national zero carbon policy)</p> <p>80 litres/head/day</p>	<p>Proposals for new dwellings and new non-residential buildings of 1,000 m² or more will be required to reduce carbon emissions (over the requirements set by Building Regulations) by a minimum of 10% through the use of on-site renewable energy technologies.</p> <p>All new residential developments must achieve as a minimum the equivalent of Code for Sustainable Homes Level 4 for water efficiency (105 litres per person per day).</p> <p>The Council is relying on the planned changes to Building Regulations anticipated</p>	<p>Given that the proposed adoption of the AAP will be late 2016, national zero carbon policy for new homes will have come into force, and as such additional carbon reduction standards for any new residential development at CNFE will not be required, in line with the outcomes of the Housing Standards Review.</p> <p>Any new residential development to meet the optional water efficiency standards resulting from the Housing Standards Review of 110 litres per person per day.</p>

Table xx: Comparison of sustainable construction and design policies

Issue	Option A		Option B
	Cambridge	South Cambridgeshire	New Policy
		to come into force in 2013 and 2016, which will progressively improve the energy efficiency requirements of new homes	
Other development	<p>By 2016 BREEAM Excellent Water efficiency: Full credits to be achieved for category Wat 01 On site carbon reduction: In line with 2013 Part L</p> <p>By 2019 BREEAM Excellent Water efficiency: Full credits to be achieved for category Wat 01 On site carbon reduction: In line with national zero carbon policy</p>	<p>Proposals for new dwellings and new non-residential buildings of 1,000 m2 or more will be required to reduce carbon emissions (over the requirements set by Building Regulations) by a minimum of 10% through the use of on-site renewable energy technologies.</p> <p>Proposals for non-residential development must be accompanied by a water conservation strategy, which demonstrates a minimum water efficiency standard equivalent to the BREEAM standard for 2 credits for water use levels unless demonstrated not practicable.</p>	<p>All new non-residential development will be required to meet a minimum of BREEAM excellent. Carbon reduction for new non-residential development would be linked to the mandatory requirements set out for BREEAM excellent.</p> <p>New non-residential development should achieve maximum BREEAM credits for water efficiency.</p>
Allowable solutions	<p>Where compliance with national zero carbon policy necessitates the use of the allowable solutions framework (ASF), developers will have the option to:</p> <p>a. deliver their own allowable solutions locally;</p> <p>b. make a contribution to the Cambridgeshire Community Energy Fund; or</p>	Where 'allowable solutions' are needed for a proposal to achieve zero carbon (as set out in Building Regulations), and if a Cambridgeshire Community Energy Fund exists, the Council's preference is that developers contribute to this fund to ensure that the benefits are retained locally.	

Table xx: Comparison of sustainable construction and design policies

Issue	Option A		Option B
	Cambridge	South Cambridgeshire	New Policy
	c. offset via third-party allowable solutions providers into a project selected from a local Energy Efficiency and Renewable and Low Carbon Energy Infrastructure Projects List.		
Approach to SUDS	<p>A detailed policy on the design of natural drainage features. A flood risk policy that states: the destination of the discharge obeys the following priority order:</p> <ul style="list-style-type: none"> • firstly, to ground via infiltration; • then, to a water body; • then, to a surface water sewer. 	<p>Development proposals must incorporate appropriate sustainable surface water drainage systems (SuDS) appropriate to the nature of the site.</p> <p>A flood risk policy that states: the destination of the discharge obeys the following priority order:</p> <ol style="list-style-type: none"> Firstly, to the ground via infiltration; Then, to a water body; Then, to a surface water sewer; Discharge to a foul water or combined sewer is unacceptable. 	<p>Surface water to be managed close to the surface and on the surface with priority given to nature services through the use of sustainable drainage systems (SuDS). Water should be seen as a resource and be re-used where practicable, offsetting potable water demand. A water sensitive approach should be taken to the design of development proposals.</p>
Flood risk	<p>The peak rate of run-off over the lifetime of the development, allowing for climate change, is no greater for the developed site than it was for the undeveloped site.</p> <p>The post-development volume of run-off, allowing for climate change over the development lifetime, is no greater than it would have been for the undeveloped site.</p>	<p>In order to minimise flood risk, development will only be permitted where:</p> <ol style="list-style-type: none"> The sequential test and exception tests established by the National Planning Policy Framework demonstrate the development is acceptable (where required). 	<p>All development should ensure that all forms of flood risk are taken into consideration and that proposals are not at risk of flooding or increase the risk of flooding elsewhere.</p>

PROPOSED APPROACH: RENEWABLE AND LOW CARBON ENERGY GENERATION

A number of studies have assessed Cambridge's potential for renewable and low carbon energy generation. These studies suggest that the main focus for renewable and low carbon energy generation will be from the potential that Cambridge offers for the development of district heat networks and the use of microgeneration, such as solar panels. Cambridge City Council recognises that the opportunities for stand-alone renewable energy schemes within Cambridge are limited. However, it is keen to support opportunities where they arise, in particular small-scale and community schemes that are most likely to be viable within Cambridge. The policy approach would have beneficial effects on the following SA Objectives:

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

The site has so far not been recognised as having potential for district heating. However, the fact that the policy requires further consideration will be positive in reducing carbon emissions. Anaerobic digestion could also provide a valuable form of renewable heat and power in this context.

PROPOSED APPROACH: HEALTH IMPACT ASSESSMENT

Health Impact Assessment (HIA) is a method of considering the positive and negative impacts of development on the health of different groups in the population, in order to enhance the benefits and minimise any risks to health. The policy approach will have positive impacts on the following SA Objective:

- SA Objective 9: Maintain and enhance human health and wellbeing, and reduce inequalities

The policy will also ensure conformity with the South Cambridgeshire Local Plan (Submission Draft 2014) which includes a policy on this issue (Policy SC/2). This will be through ensuring major developments assess their impacts on health and therefore, maximise the health benefits of their proposals. No potential negative impacts have been identified. The proposed approach would have a neutral impact on the remainder of the SA Objectives.

PROPOSED OPTIONS: PHASING AND DELIVERY APPROACH

It is important that a detailed masterplan for the area is developed to ensure that the site maximises its potential and appropriate infrastructure is provided. The site is complex and will need to be co-ordinated with a number of parties. As long as an effective masterplan is developed the precise nature of the mechanism used is not important for the Sustainability Appraisal.

This page is intentionally left blank

Cambridge Northern Fringe East

Area Flood Risk Assessment

August 2014



CONTENTS	PAGE
1. Introduction	3
2. Background Information	3
3. Assessment of Flood Risk	6
4. The Impact of Climate Change	16
5. The Sequential Test and the Exception Test	17
6. Water Quality and the Water Framework Directive	18
7. Conclusions	18

1. Introduction

The Cambridge Northern Fringe East area is focused on the land between Cowley Road, the A14 to the north and the Cambridge to Ely railway line to the east. It includes the Anglian Water Milton Waste Water Treatment Works, Network Rail's Chesterton rail sidings and a number of industrial and other commercial uses.

The area is a major development priority for Cambridge and the wider area. Both the City Council and South Cambridgeshire District Council have committed to its redevelopment through respective policies in their new Local Plans, which both propose the preparation of a joint Area Action Plan. An Area Action Plan is a document that provides specific planning policy and guidance for an area where significant regeneration needs to be managed. It will address the specific challenges of the area and have a strong focus on delivery and implementation, and form a statutory component of the development plan for Cambridge and South Cambridgeshire.

This assessment of the flood risk to the area will inform the development of the Area Action Plan, highlight the level of risk and recommend suitable mitigation approaches where applicable.

2. Background Information

2.1. National Planning Policy Framework and National Planning Practice Guidance

The National Planning Policy Framework (NPPF) advises that "Local Plans should take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape" (paragraph 99). It goes on to advise that "Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk taking account of the impacts of climate change, by:

- a. Applying the Sequential Test;
- b. If necessary, applying the Exception Test;
- c. Safeguarding land from development that is required for current and future flood management;
- d. Using opportunities offered by new development to reduce the causes and impacts of flooding; and
- e. Where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to facilitate the relocation of development, including housing, to more sustainable locations."

(Paragraph 100, NPPF, 2012)

The National Planning Practice Guidance advises that "Local planning authorities undertake a Strategic Flood Risk Assessment to fully understand the flood risk in the area to inform Local Plan preparation" and that "In areas at risk of flooding or for sites of 1 hectare or more, developers undertake a site-specific flood risk assessment to accompany applications

for planning permission (or prior approval for certain types of permitted development).” When defining the Sequential, risk-based approach it explains “This general approach is designed to ensure that areas at little or no risk of flooding from any source are developed in preference to areas at higher risk. The aim should be to keep development out of medium and high flood risk areas (Flood Zones 2 and 3) and other areas affected by other sources of flooding where possible.”

The Sequential Approach/Test and Exception Test is discussed further in section 5.

2.2. Methodology

This Area Flood Risk Assessment provides a greater level of area detail than a Strategic Flood Risk Assessment, but does not have the level of detail contained within a Site Specific Flood Risk Assessment because the development proposals have yet to be determined.

The methodology used for this assessment is:

- Undertake a literature search for appropriate data sources;
- undertake an assessment of the data sources to determine the level of risk present within the area;
- apply the Sequential Approach to the area to ensure development proposals are located in the areas of lowest risk for all sources of flooding; and
- if needed apply the Exception Test.

2.3. Data Sources

The following data sources were examined:

- Environment Agency Flood Maps;
- Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010);
- Cambridge and Milton Surface Water Management Plan (2011);
- Cambridgeshire Surface Water Management Plan (2011);
- Cambridgeshire Surface Water Management Plan North Chesterton Detailed Assessment and Options Appraisal Report (2014);
- Binnie Black and Veatch, Cambridge First Public Drain (1999)
- British Geological Society Susceptibility to Groundwater Flooding Maps; and
- Local Authority officer knowledge

2.4. The Site

The boundary of the area action plan is shown in figure 1.

The area is currently occupied by a number of different uses including:

- Light industrial units;
- used and disused railway sidings;
- a former park and ride site, which is now used for bus parking on a temporary permission;
- a golf driving range;
- Anglian Water’s water recycling centre;

- Lafarge Tarmac, a supplier of aggregates, asphalt and ready mixed concrete;
- the future Cambridge Science Park Station.

Previous uses within the area:

- Up until the end of the 19th century the area was predominately agricultural;
- aggregate extraction;
- the water recycling centre has previously occupied a larger footprint.

Anglian Water's Cambridge Water Recycling Centre serves the whole of Cambridge and a number of surrounding villages.

The River Cam is towards the east of the site and the First Public Drain flows through the area. The area is generally flat with a gradual fall toward the east and the River Cam.

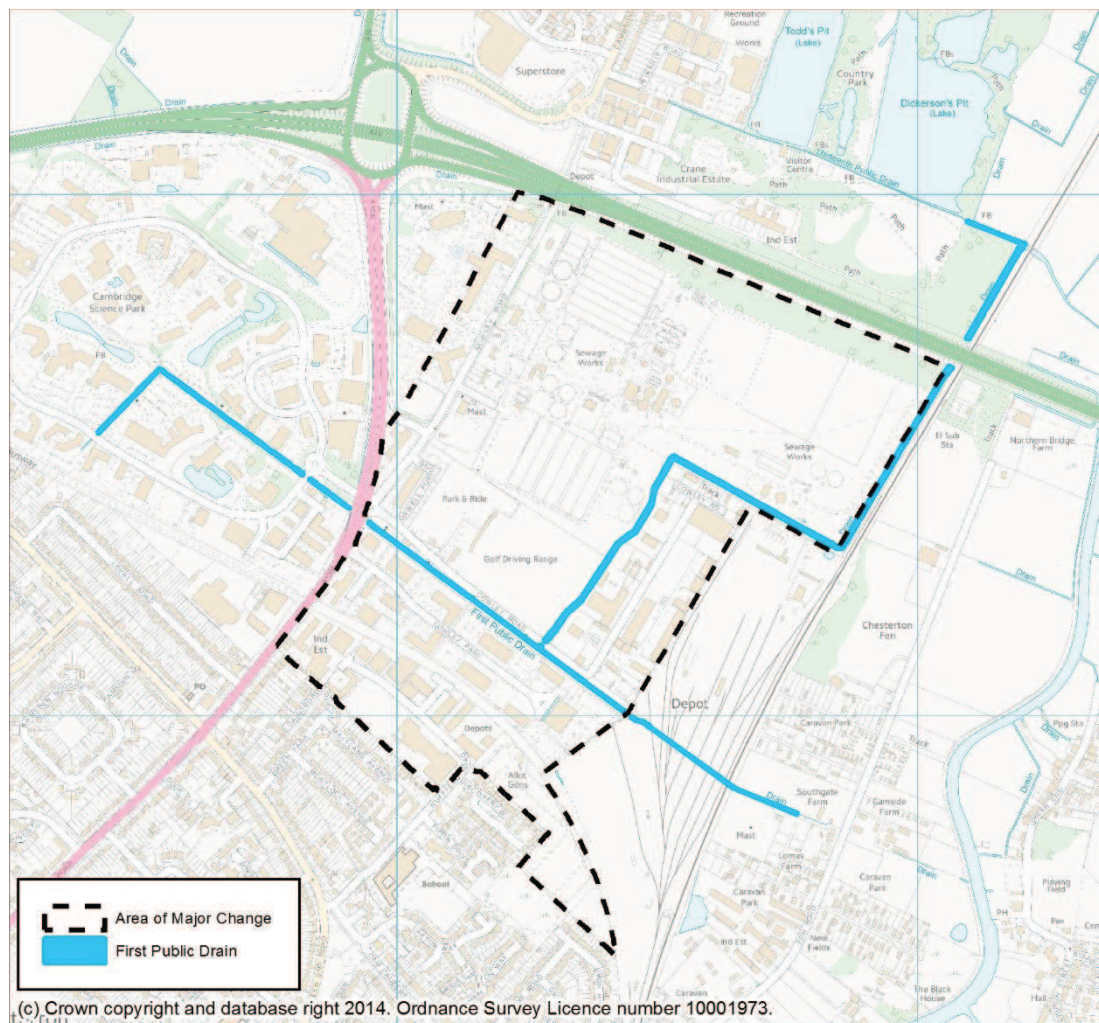


Figure 1- Location Plan

The First Public Drain flows through the area and provides the surface water drainage for the whole of the area under consideration. It flows from west to east through the Science Park, under Milton Road and then heads north east along the boundary to the Water Recycling Centre. It then passes underneath the A14 and then under the main railway line and flows towards the Cam. There is a semi-redundant tributary that continues the line from the

Science Park and heads directly towards the Cam under the main railway line. This is only utilised in high flows, the main flow heads north east.

3. Assessment of Flood Risk

The general principle of assessing all forms of flood risk at every stage of development is a principle that was established in Planning Policy Guidance Note 25 and was continued through to Planning Policy Statement 25, and is now embedded 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 the basis of the potential source of flooding, with fluvial (river), pluvial (surface water), groundwater, sewers and reservoirs being the main potential sources. These are discussed below.

3.1. Fluvial Flood Risk

There are two sources of potential fluvial flood risk to the area; these are the River Cam and the First Public Drain. The River Cam is designated as a main river under the Land Drainage Act 1991 and flood risk information is held by the Environment Agency and displayed on their website. The First Public Drain is an ordinary watercourse that has been 'awarded' to Cambridge City Council under the 'Inclosures Act' of the late 1800s.

3.1.1. The River Cam and the Environment Agency Flood Map

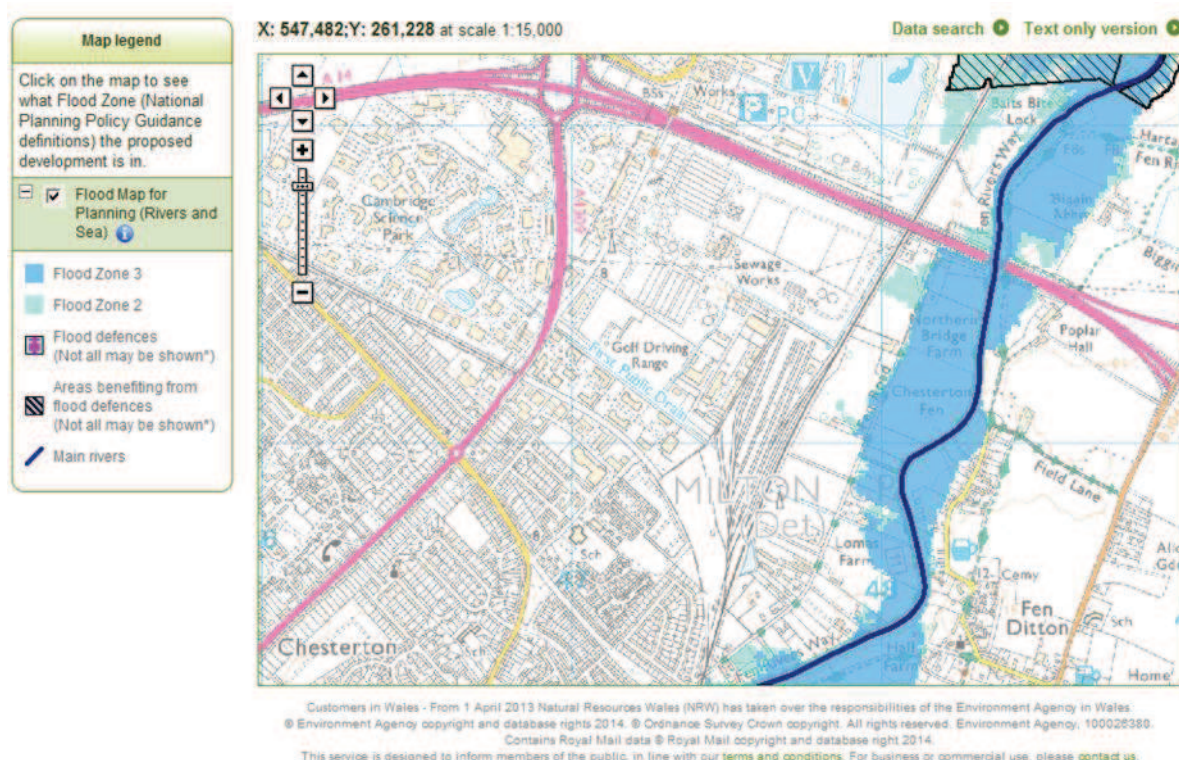


Figure 2- Environment Agency Flood Map

In Figure 2 above, Flood Zone 3 which comprises land defined as having a 1 in 100 (1%) or greater annual probability of fluvial flooding is represented as a blue shading. The lighter blue areas show the extent of Flood Zone 2 which comprises

land defined as having between a 1 in 100 and a 1 in 1000 (1% to 0.1%) annual probability of fluvial flooding. Areas not shaded comprise Flood Zone 1 and indicate that the land has a 1 in 1000 (0.1%) or less probability of fluvial flooding. The extents are based on hydraulic modelling and are only indicative and they do not take into account any man-made structures such as railway embankments and roads or flood defences.

This indicates that the entire area of the action plan is located within the Environment Agency's Flood Zone 1. This is the Zone with the lowest risk of fluvial flooding.

3.1.2. Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment 2010

Although the Strategic Flood Risk Assessment provides a greater refinement of the data, the actual extent of flood risk does not differ from the Environment Agency's flood map. This can be seen in Figure 3, which breaks down the flood zones into a greater number of categories and includes climate change as an addition to the flood zone outlines. This also indicates that the entire action plan area is an area of low fluvial flood risk.

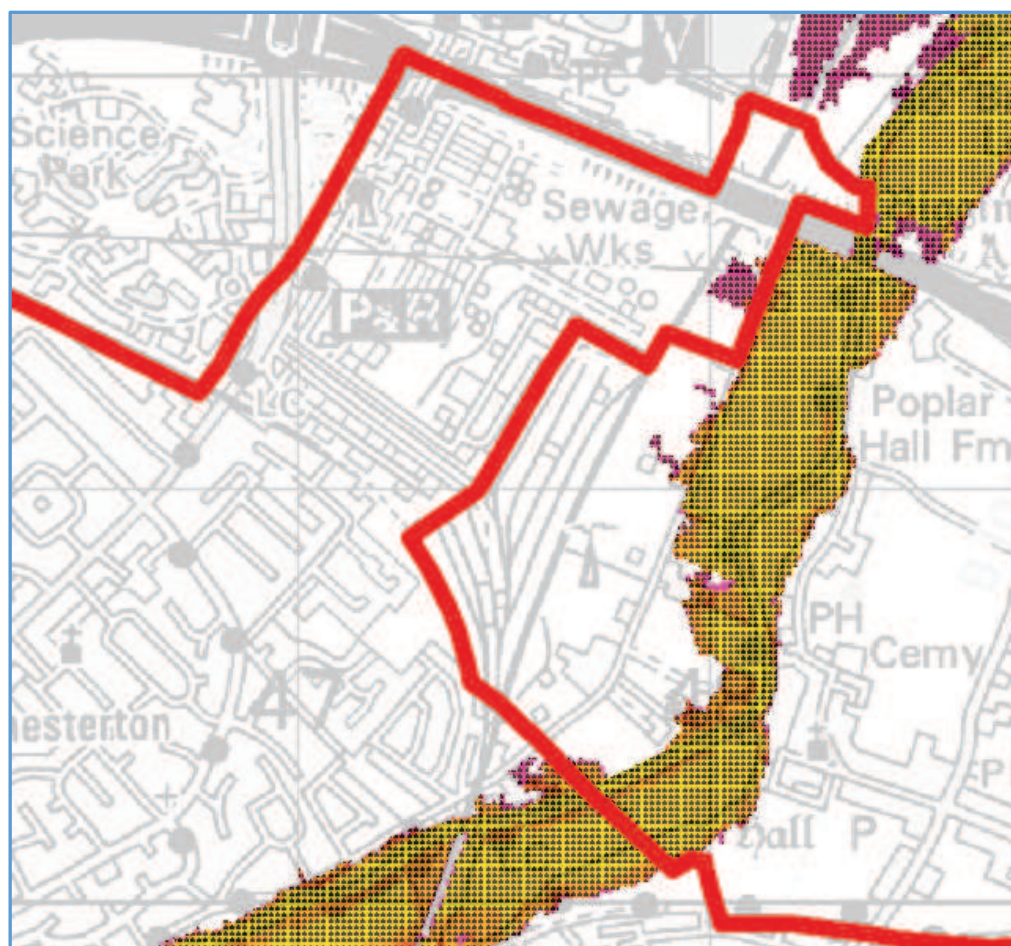










Figure 3- SFRA Appendix D 1.5 Flood Risk Constraints ©Crown copyright and database rights 2014 Ordnance Survey Licence number 10001973




KEY

 South Cambridgeshire DC
& Cambridge City Council Boundaries

Hydraulically Modelled Flood Risk Return Periods

-  **Flood Zone 3b**
1 in 20 Year Flood Outline (including defences)
-  **Flood Zone 3a**
1 in 100 Year Flood Outline (including defences)
-  **Flood Zone 3a**
1 in 100 Year Flood Outline (undefended)
-  **Flood Zone 3a + Climate Change**
1 in 100 Year +CC Flood Outline (including defences)
-  **Flood Zone 3a + Climate Change**
1 in 100 Year +CC Flood Outline (undefended)
-  **Flood Zone 2**
1 in 1000 Year Flood Outline (including defences)
-  **Flood Zone 2**
1 in 1000 Year Flood Outline (undefended)

EA Flood Zone Mapping

-  EA Flood Zone 3
-  EA Flood Zone 2
-  EA Flood Zone 1

Notes

1. Where detailed hydraulic modelling is unavailable for Flood Zones 2 and 3, the E.A.'s flood outlines as shown on their website have been provided.
2. In the absence of hydraulic modelling showing 1 in 100 year climate change extents, the E.A.'s Flood Zone 2 should be taken as the 1 in 100 year climate change outline.
3. Please refer to section 4.10 of the SFRA for further details of the modelled flood outlines.

The Strategic Flood Risk Assessment also contains historical data, replicated as Figure 4, which indicates that in 1947 an area of the Water Recycling Centre and the rail sidings flooded. The Flooding appears to have come out of bank from the First Public Drain, the route of which has changed significantly since 1947. The accuracy of this data is also not known and features such as the A14 have been constructed since this event. The return period of the event is also not known. The confidence in this data is therefore fairly low.

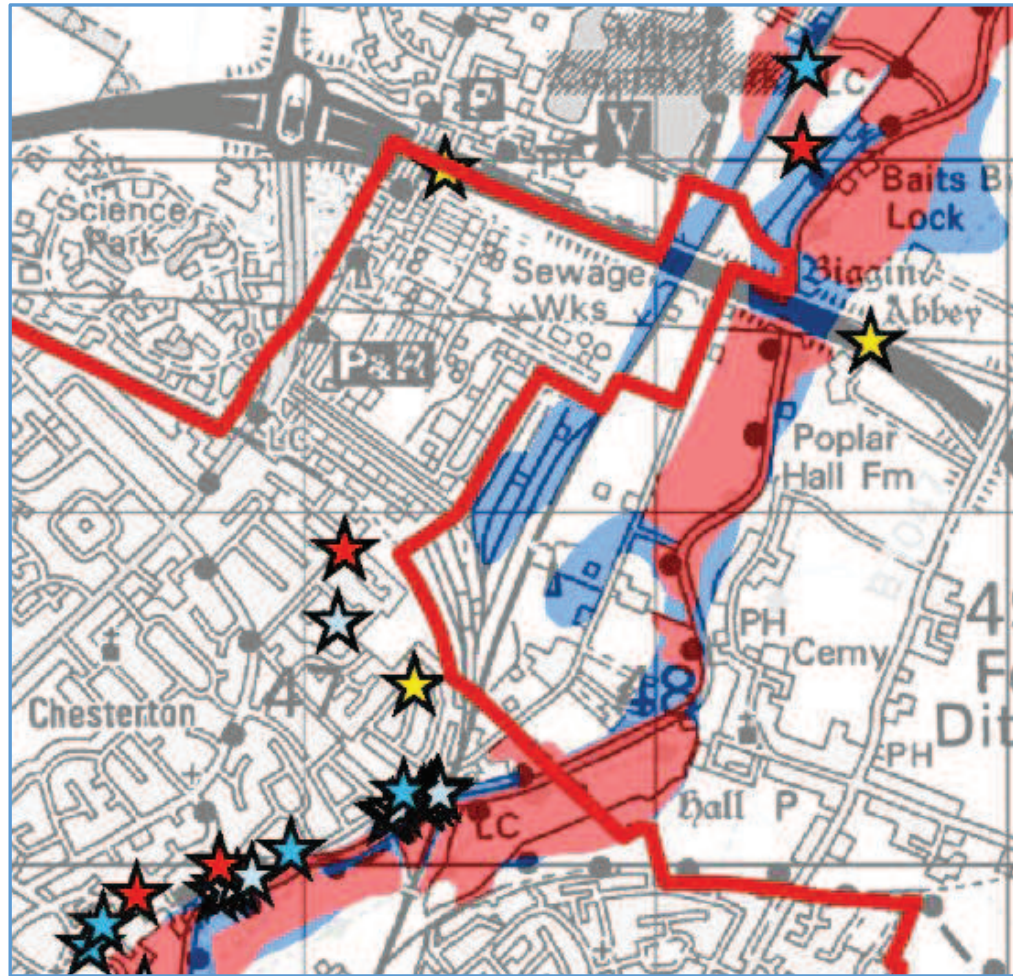
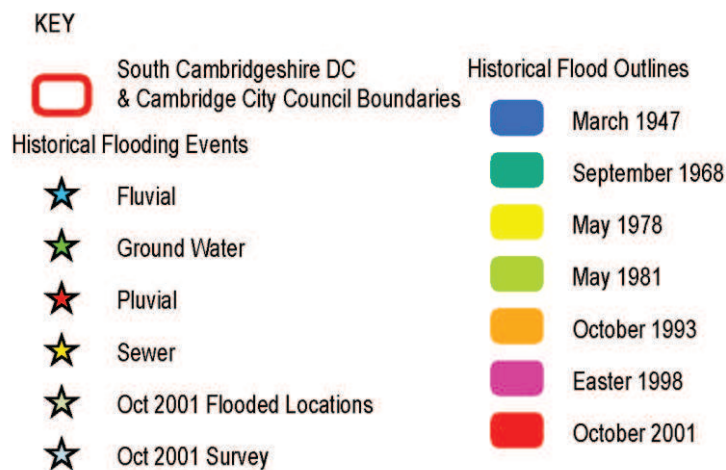


Figure 4- SFRA Appendix B 3.5 Historical Data ©Crown copyright and database rights 2014 Ordnance Survey Licence number 10001973



3.1.3. The First Public Drain

The First Public Drain flows parallel with Cowley Road before turning north between the golf driving range and a number of light industrial units. It then turns east and then north along the boundary to the Water Recycling Centre before passing beneath the A14 and then finally discharging into the River Cam below Bait's Bite Lock.

The First Public Drain is a significant watercourse for Cambridge. As well as the Science Park, a large portion of north Cambridge drains into this watercourse. Although the watercourse is not designated as a main river and does not appear on the Environment Agency's Flood Maps it is considered within this assessment as a fluvial flood risk and the pluvial flood risk is considered below.

In 1999 hydraulic modelling was undertaken on the watercourse by Binnie Black and Veatch. The findings of this were:

- The watercourse in a well maintained state does not pose a significant restriction in the performance of the piped system discharging into it.
- No flooding was predicted from the watercourse within the boundary of the Area Action Plan.
- The only flooding predicted for the First Public Drain was at the confluence with the Thirteenth Public Drain, which is outside of the study area and located within Milton Country Park.

The watercourse has been more recently modelled as part of the Cambridgeshire Surface Water Management Plan - North Chesterton Detailed Assessment and Options Appraisal Report. This found that for a 1 in 200 (0.5%) event, no flooding occurred from the First Public Drain.

The fluvial flood risk from the First Public Drain is therefore considered to be low but due to the pluvial flood risk, discussed in section 5.2 below, culverting sections would increase the flood risk in the area. Culverting is not to be undertaken lightly and should only be undertaken if there is no other option due to the increased flood risks and detrimental impacts on biodiversity that culverting poses.

3.2. Pluvial (Surface Water) Flood Risk

A Surface Water Management Plan for Cambridge and Milton was undertaken in 2011 at the same time as an assessment of the surface water flood risk in Cambridgeshire. The key finding of these reports was that surface water flooding is a significant source of flood risk for Cambridge and Milton. The Surface Water Management Plan identified the areas at the highest risk of surface water flooding, known as 'wet spots'.

The Environment Agency has produced a number of surface water flooding maps based on increasingly refined modelling, and the table below compares the results of each iteration of the maps against the results of the Cambridge and Milton Surface Water Management Plan modelling and mapping. The modelling associated with the Surface Water Management Plan is still considered to be superior to the latest iteration produced by the Environment Agency and therefore these are the results that will be considered within this document.

Data source	Extent	Number of properties predicted to be affected
Areas Susceptible to Surface Water Flooding	More	43
	Intermediate	2,763
	Less	7,523
Flood Maps for Surface Water	Deep	611
	Shallow	4,432

Updated Flood Maps for Surface water	3.3% (1 in 30)	N/A
	1% (1 in 100)	N/A
	0.1% (1 in 1000)	N/A
Surface Water Management Plan Modelling	0.5% (1 in 200) - Flood Depth over 0.3m	1,607
	0.5% (1 in 200) - Flood Depth 0.1-0.3m	9,454

The Surface Water Management Plan wetspots in descending order of risk are:

1. King's Hedges and Arbury area
2. Cherry Hinton/Coleridge area
3. North Chesterton area
4. Bin Brook area
5. South Chesterton area
6. Milton area
7. Castle School area
8. City Centre area
9. Cherry Hinton Village area
10. Vicar's Brook area
11. Coldham's Common area

As a continuation to the Cambridgeshire Surface Water Management Plan further modelling was undertaken to produce a Detailed Assessment and Options Appraisal Report for North Chesterton. An extract of the modelling can be seen in figure 5. Although the area of the assessment falls outside of the Appraisal Report, the modelling extended north to the A14. From this it can be seen that there is a risk of pluvial flooding present within the area boundary. The majority of the flooding is 0.1m to 0.3m in depth. There are fewer isolated areas of 0.3m to 0.5m which corresponds to localised depressions in the topography, such as features within the Waste Water Treatment Works that are below ground level. This level of flood risk is consistent with the majority of Cambridge outside of the top 11 wetspots listed above. Outside of these wetspots Cambridge is typified by small intermittent areas of surface water flood risk.

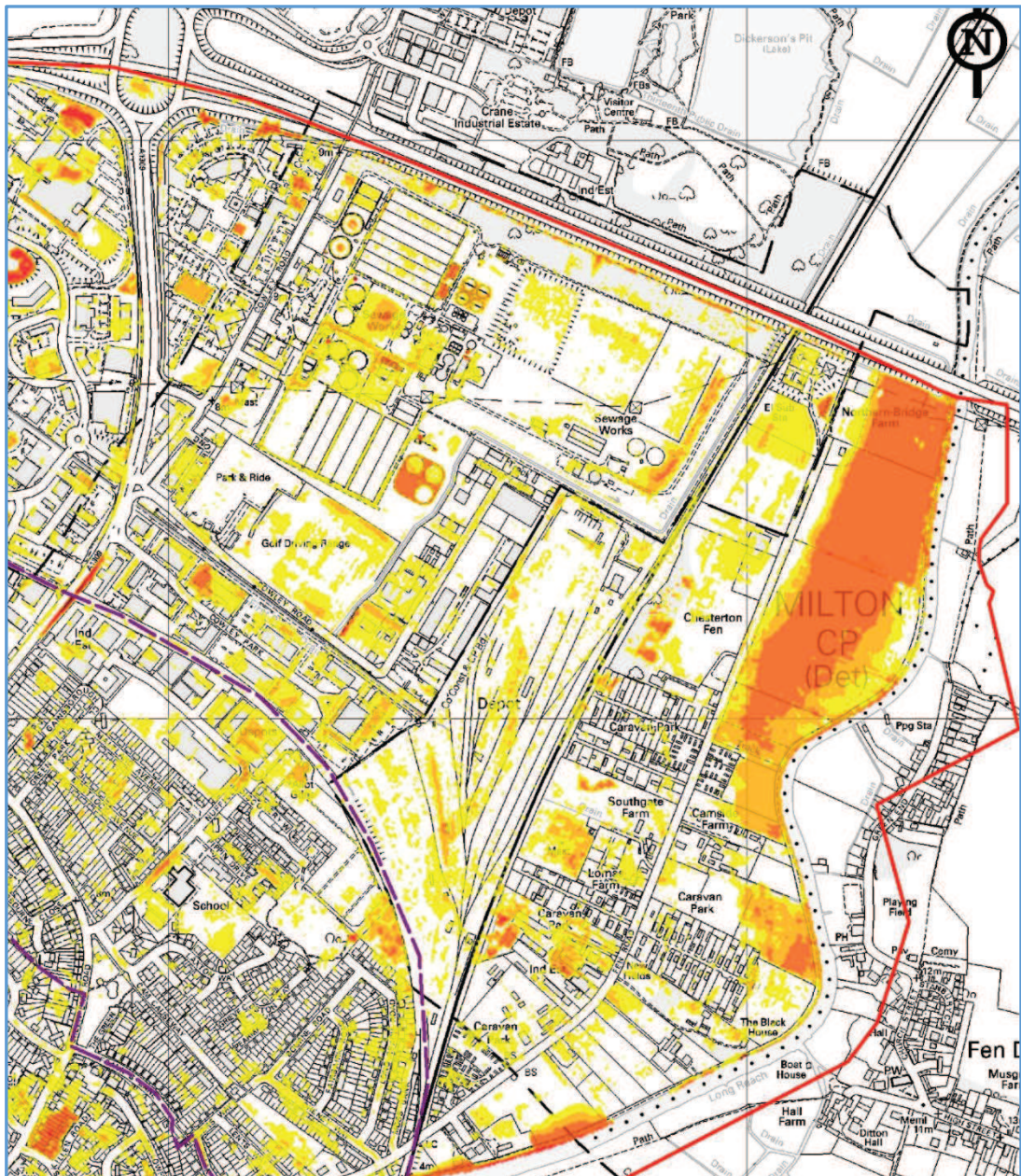
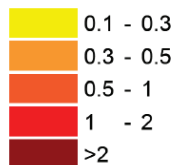


Figure 5 - 0.5% (1 in 200 year) do minimum. Extract from North Chesterton Detailed Surface Water Management Plan ©Crown copyright and database rights 2014 Ordnance Survey Licence number 10001973

Modelled Pluvial Flood Depth (m)



Any development proposals would have to take this level of risk into consideration and could be mitigated against with a carefully designed surface water management system and finished floor levels set to appropriate levels to avoid the areas of pluvial flood risk.

3.3. Groundwater Flood Risk

Groundwater flood risk is a reflection of the underlying geology of the area. The area is generally made up of Gault Clay overlain by superficial deposits of River Terrace Gravels. The Gault Clay has low permeability with essentially no groundwater. The River Terrace Gravels are generally highly permeable and have high levels of groundwater.

The British Geological Society Susceptibility to Ground Water Flooding maps indicate that the area is classified as being at 'high risk' of groundwater flooding.

The British Geological Society note that "The susceptibility data is suitable to establish relative, but not absolute, risk of groundwater flooding at a resolution of greater than a few hundred metres. In all cases it is strongly recommended that the confidence data is used in conjunction with the groundwater flooding susceptibility data". In addition, "the susceptibility data should not be used on its own to make planning decisions at any scale, and, in particular, should not be used to inform planning decisions at the site scale. The susceptibility data cannot be used on its own to indicate risk of groundwater flooding".

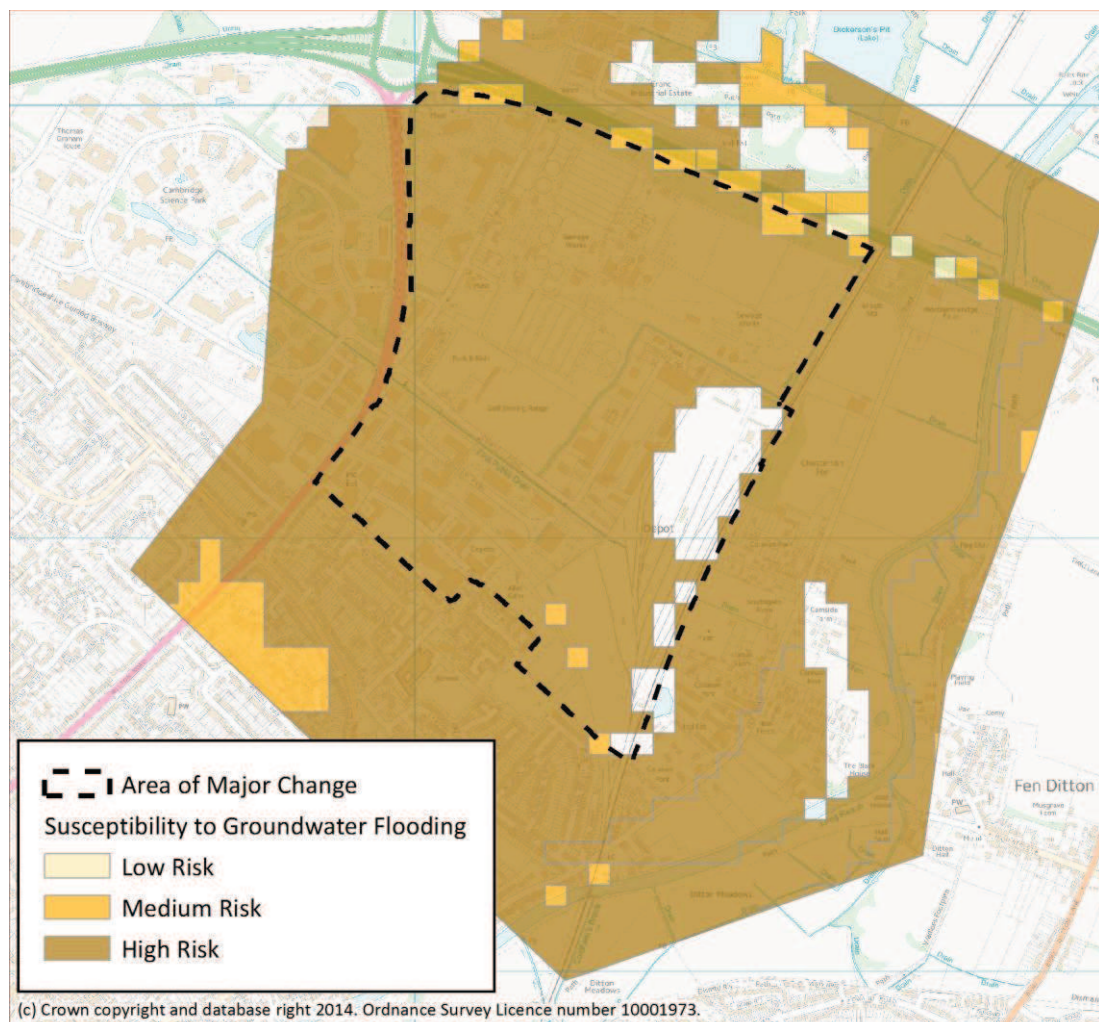


Figure 6 - BGS Susceptibility to groundwater flooding

Bramblefields Local Nature Reserve has ponds which are fed by ground water and the levels rise during periods of heavy rainfall indicating that the groundwater level is reactive to rainfall events.

Although levels of groundwater are known to be high and the British Geological Society Maps indicate a level of risk, there are no recorded instances of groundwater flooding with the area boundary.

High groundwater is likely to have an impact of the proposed method of surface water disposal, but is not necessarily a flood risk and should be regarded more as a constraint that would be dealt with through onsite mitigation.

Infiltration potential was included with the Cambridge and South Cambridgeshire Strategic Flood Risk Assessment and taken from relevant British Geological Society maps. It indicates that there is an 'uncertain potential' for infiltration. An extract of this is shown in figure 6.

Site specific investigations should be undertaken at the time of any development to determine infiltration potential and long-term monitoring of ground water levels should be undertaken.

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 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.

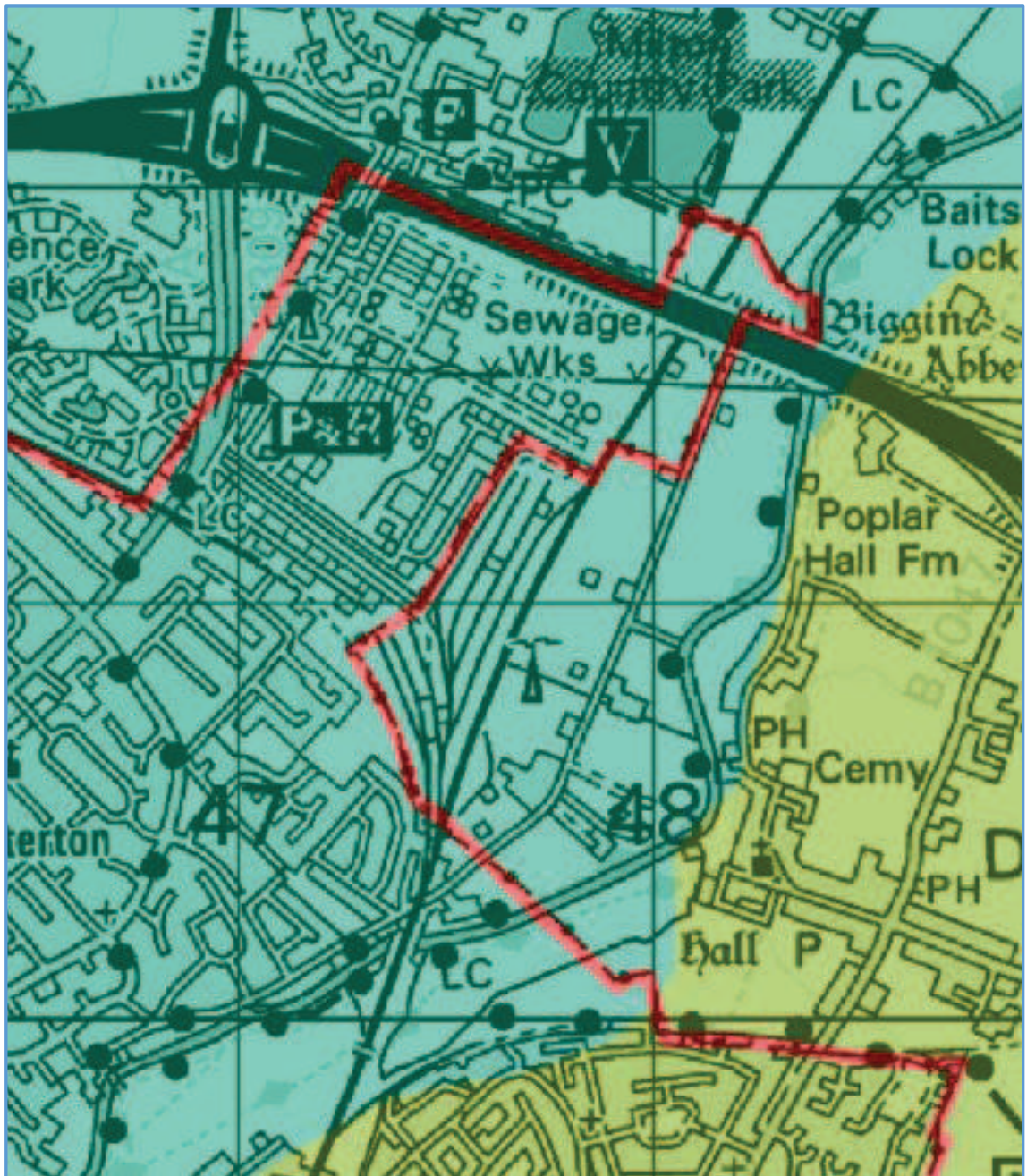


Figure 7 – SFRA Appendix C-2.5 SuDS Infiltration Feasibility ©Crown copyright and database rights 2014 Ordnance Survey Licence number 10001973

KEY		NOTES	
	South Cambridgeshire DC & Cambridge City Council Boundaries	<p>1. This drawing looks at the infiltration potential within the South Cambridgeshire and Cambridge City Boundaries. SuDS hierarchy must be applied to all potential developments. Intrusive ground investigations to determine the viability of infiltration must still be undertaken as part of a site specific FRA. Should infiltration devices prove to be unviable based on intrusive ground investigations and BRE 365 Soakage Tests then alternative SuDS should be used.</p>	<p>2. In areas with potential infiltration, reference should be made to the location of the various Source Protection Zones, as shown in Appendix C.</p> <p>3. This plan has been produced using information transcribed from the British Geological Survey; Solid and Drift Editions 204, 205, 206, 187, 188, and 189.</p> <p>4. This plan should be read in conjunction with Section 8 of the Cambridge City and South Cambridgeshire SFRA.</p>
	Low Potential for Infiltration		
	Uncertain Potential for Infiltration		
	High Potential for Infiltration		

3.4. Other sources

Other sources of flood risk includes reservoirs and sewers.

3.4.1. Reservoirs

There are no reservoirs in the area and therefore no flood risk associated with these.

3.4.2. Sewers

The proximity of Anglian Water's Water Recycling Centre is a potential source of flood risk. The centre is the end point for all sewerage generated in Cambridge. There are a number of historic combined sewers across Cambridge, which carry a combination of sewerage and surface water. During storm events the proportion of surface water coming into the centre increases and is stored on the surface in temporary lagoons. The capacity of the temporary storm water storage lagoons is not known.

In the event of a storm exceeding the capacity of these lagoons, the topography of the site means water would enter into the First Public Drain before posing a risk to any adjacent area.

3.5. Flooding from the development itself

There is a potential for any development to increase the flood risk downstream unless an adequately designed surface water management scheme is incorporated into the proposals.

Any proposals will be restricted to 2 litres per second per hectare, which has been defined through modelling of the River Cam.

Any redevelopments should also demonstrate an overall reduction in peak flows and volumes from the previously developed site and therefore reduce the overall flood risk to the area.

There are flood risks associated with the area but none that would preclude the design of an acceptable system, so therefore the risk associated with this source is low.

4. Impact of Climate Change

Climate change will have an impact on the flood risk to the area. The following figures illustrate results from the 2009 UK climate projections for key climate variables related to flood risk for a 25km grid square containing Cambridge:

- Annual rainfall of about the same as present up to the 2080s¹;
- Wetter winters, with 7% more winter rainfall by the 2020s and 27% more by the 2080s;
- More intense rainfall during autumn, winter and spring, with rainfall on the wettest windier days 6% higher by the 2020s and 24% higher by the 2080s;

¹ 2080s = the thirty year period 2070-2099

The effect of climate change on fluvial has been modelled and incorporated into the Strategic Flood Risk Assessment. This does not indicate an increase in risk to the area under consideration. Climate change will have an impact on pluvial flood risk as the frequency of extreme events that will lead to this type of flooding will increase. This can be mitigated against through good design, through the integration of sustainable drainage features into the master planning and detailed design of the Northern Fringe East.

5. The Sequential Test and the Exception Test

5.1. The Sequential Test

As stated in the National Planning Policy Framework: 'The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Strategic Flood Risk Assessment will provide the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding' (paragraph 101). The area is entirely located within Flood Zone 1 and it is therefore in the lowest area of fluvial risk in Cambridge, and as such can be considered to pass the Sequential Test in this regard. However, the area is not in the lowest area of pluvial flood risk or groundwater potential flood risk. Therefore the Exception Test could be considered as being applicable.

5.2. The Exception Test

For the Exception Test to be passed:

- It must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
- a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

This area flood risk assessment provides a greater level of area specific detail and more current information that is included with the Strategic Flood Risk Assessment. Although there is flood risk associated with the area, from pluvial and to a much lesser extent groundwater sources, the risk is not so great that it could not be mitigated against through good design and careful level finished flood level management. High groundwater is more of a constraint than a flood risk, but if there are any significant reductions in above ordnance datum levels of any development proposals then it may become more of a flood risk. As each development proposal comes forward a site specific flood risk assessment will be required.

Development proposals in the area will be served by the new Science Park Train Station and the Guided Busway. A regionally important employment sector is in close proximity to the proposed development area. The area is also largely previously used. Therefore because of locational sustainability, this area outweighs the level of flood risk associated with the area.

As such, it is considered that the Exception Test has been passed.

6. Water Quality and the Water Framework Directive

Although not strictly an issue associated with flood risk, water quality will need to be addressed through the design of surface water management features associated with any development proposals. An appropriate number of treatment stages, in accordance with the CIRIA Sustainable Drainage Manual (C697), should be employed for all surface water drainage systems.

Also outside of the scope of this document is the Water Framework Directive, which places a duty on public bodies to actively seek improvements to the quality of water bodies. Improvements to the First Public Drain should be actively sought through any development proposals.

7. Conclusions

Although the area is totally within the Environment Agency's Flood Zone 1, there is a level of flood risk associated with the area. This is pluvial flood risk that has been defined and modelled by recent surface water management planning. The risk is confined to small local areas that can be mitigated against through good design and careful master planning of any development proposals.

A Sequential Approach has been taken to the proposed area and the area is at the lowest risk of fluvial flooding. As it is however at risk of pluvial flooding, an Exception Test was undertaken and it was deemed that the flood risk was able to be mitigated against and individual proposals will be required to be accompanied by a site specific flood risk assessment. The wider sustainability benefits of the development are also thought to outweigh this flood risk. The area can therefore be considered suitable for development in this regard.

However, pluvial flood risk does remain a constraint on any development proposals and areas of open space will be required to manage this risk, which may have an impact on the deliverable density of any proposals and therefore should be considered early in any master planning work.

Contamination and high groundwater will also have an impact on development proposals when the surface water management solution are designed to serve the area.

Cambridge Northern Fringe East Area Action Plan

Consultation and Community Engagement Strategy

Contents

1. Introduction
2. Importance of consultation and community engagement
3. Local Plan Review
4. Duty to co-operate and joint working arrangements
5. Who will be consulted?
6. Methods of consultation and engagement
7. How to comment, consideration of comments and feedback
8. How to contact us
9. Other sources of advice
10. References

Appendix 1: Consultees in the Cambridge Northern Fringe East Area
Action Plan preparation process

1. Introduction

- 1.1 Planning plays an essential role in shaping the places where we all live, work and play. The outcomes of planning can affect everyone and for this reason everyone should have the opportunity to get involved in the process.
- 1.2 The planning system is plan led, which means that this involves preparing Development Plan Documents (including Local Plans and Area Action Plans) that give guidance on what can be built where. All planning applications should be determined against policies and proposals in the Development Plan Documents unless material considerations indicate otherwise. Given this, it is important that effective consultation and community engagement is at the heart of Area Action Plan preparation. This gives people the opportunity to get involved from the outset and have their say on local planning issues. This in turn can make a difference to quality of life and enhance the environment and communities that we live in.
- 1.3 This document sets out Cambridge City Council and South Cambridgeshire District Council joint approach to consulting and engaging the community on the Cambridge Northern Fringe East Area Action Plan. The Area Action Plan goes through a number of stages of preparation and it is important to clearly set out how and when people can get involved.
- 1.4 The principles set out in this document are consistent with;
 - Cambridge City Council: - Code of Best Practice on Consultation and Community Engagement (July 2011) and Statement of Community Involvement (November 2013)
 - South Cambridgeshire District Council: - Statement of Community Involvement (January 2010)
- 1.5 The approach and specific suggestions are also in accordance with the Town and Country Planning (Local Planning) (England) Regulations (2012).

2. Importance of consultation and community engagement

- 2.1 The Localism Act (2011/2) puts the community at the forefront of the planning system and contains proposals to make the system clearer, more democratic and more effective. In particular, it aims to place more influence in the hands of local people over issues that make a big difference to their lives.

- 2.2 The National Planning Policy Framework (2012/3), states that early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses is essential. A wide section of the community should be proactively engaged, so that Development Plan Documents, as far as possible, reflect a collective vision and set agreed priorities for the development of the area. It is proposed that the National Planning Policy Framework will replace all Planning Policy Statements and Guidance at a national level.
- 2.3 There are many benefits to be gained from effective community involvement, including:
- a better understanding of how planning policies are developed;
 - more focus on the priorities identified by the local community and stakeholders;
 - influencing the provision of local services to meet local needs; and
 - increased support for planning services and community commitment to the future of Cambridge.
- 2.4 The Councils already have a good track record of involving the community in planning and it is important that this is continued and built on as part of the Area Action Plan. Any form of future consultation and community engagement must adhere to the following four principal objectives set out in the Cambridge City Council's Code of Best Practice on Consultation and Community Engagement:
- Openness
 - Accountability
 - Accessibility and Inclusiveness
 - Transparency

3. Cambridge Northern Fringe East Area Action Plan

- 3.1 It was agreed that Cambridge City Council and South Cambridgeshire District Council (and with the support of Cambridgeshire County Council as a key stakeholder) would move forward with the preparation of a joint CNFE AAP at;
- Joint Strategic Transport and Spatial Planning Group on the 6th February 2014
 - South Cambridgeshire District Council Portfolio Holder meeting on the 11th February 2014
 - Cambridgeshire County Council Cabinet on the 4th March 2014
 - Cambridge City Council Development Plan Sub Scrutiny Committee on the 25th March 2014
- 3.2 As a result, the Local Development Scheme for both Cambridge City Council and South Cambridgeshire District Council has been updated and a timetable for the preparation of the CNFE AAP has been agreed.

For reference, an updated timetable is available on both Councils websites.

3.3 The process of producing an Area Action Plan involves many different stages, many of which require the Councils to consult with stakeholders and residents. The main stages are outlined below:

- *Preparation of Evidence Base* – in developing new planning policies, it is important to ensure that requirements are backed up by an appropriate evidence base. The evidence base will be collected on a range of different topics, from employment to flood risk, transport to viability and deliverability. Once completed these studies will inform the development of policy options, as well as helping to inform the allocation of land for certain types of development. This stage of work includes informal and formal consultation with a range of stakeholders, the outcomes of which will also inform the development of policy.
- *Consultation on Issues and Options* – this key stage in the process provides an opportunity for local residents and other key stakeholders to have sight of and discuss a range of issues and options that are relevant to the future planning and development of the city, and will be taken forward into a draft Area Action Plan. Consultation will take place with a wide range of stakeholders including local residents, developers and landowners, statutory consultees, Council staff and Members. An Issues and Options document will be published for a minimum of six week period of consultation. Following on from consultation, officers will review and respond to all representations received, and these will help inform the development of a draft Area Action Plan.
- *Submission Draft Consultation* – The Submission Draft Consultation involves public consultation on a draft Area Action Plan, and will include the policies and development allocations that are considered appropriate for the Cambridge Northern Fringe East area, these decisions partly being informed by comments received at the Issues and Options Stage and the evidence base that has been produced to support the plan making process. The document will be made available for a six week period of consultation with local residents and other key stakeholders, and comments will be passed onto the independent Inspector appointed to examine the draft Area Action Plan. At this stage in the process, it is expected that the local planning authority would not make any further changes to the draft Area Action Plan unless any major issues not raised at previous stages of consultation come to light.
- *Submission to the Secretary of State* – Following the Submission Draft consultation, the draft Area Action Plan and associated documents will be submitted to the Secretary of State. This stage triggers the independent examination of the document.
- *Examination* – The Secretary of State will appoint an independent Government Inspector (from the Planning Inspectorate) to consider

the 'soundness' of the draft Area Action Plan as part of a public examination. In determining whether or not the draft Area Action Plan is 'sound', the Inspector will consider the representations received during the Submission Draft Consultation, and where appropriate, individuals or organisations that submitted representations will be invited to appear at the examination. The National Planning Policy Framework sets out that for a plan to be considered sound it needs to have been positively prepared and that policies are justified effective and consistent with national policy. Following the examination, the Inspector will produce a report in order to determine whether or not the plan can be considered to be 'sound'. This report may include changes to the draft Area Action Plan where the Inspector feels that these are necessary to ensure that the plan is sound. Due to changes in the Localism Act this report is not binding on the local planning authorities, but will be given serious consideration as to whether amendments should be made to the Plan.

- Adoption – The final stage in the plan making process is the formal adoption of a Plan. In accordance with the constitutions of the two Councils, the adoption of the Area Action Plan must take place at meetings of both Full Councils. Following adoption, the Area Action Plan will become the main document against which decisions on planning applications will be made within the Cambridge Northern Fringe East area.

4. Duty to co-operate and joint working arrangements

- 4.1 The National Planning Policy Framework states that public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those that relate to strategic priorities. Councils are required to work collaboratively to ensure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in the joint Area Action Plan. Both Councils will be expected to demonstrate evidence that they have successfully cooperated to plan for issues with cross boundary impacts when the Area Action Plan is submitted for examination. As part of examining the "soundness" of plans inspectors will be required to assess whether a plan has been prepared in accordance with the duty to cooperate.
- 4.2 This is particularly pertinent for the Cambridge Northern Fringe East area which straddles the administrative boundary between the two Councils and includes land within both local authority areas. The Area Action Plan will also need to address significant minerals, waste and transport issues which are County Council functions, and therefore Cambridgeshire County Council will be a key stakeholder which will closely assist with the preparation of the Plan. This three-way collaboration will be covered by a memorandum of understanding and the coordinated production of a coherent joint strategy in the Area Action Plan, which will be presented as evidence of an agreed position.

- 4.3 Joint working between the City Council, South Cambridgeshire District Council and the County Council is already well established. In particular, the City Council and South Cambridgeshire jointly commission much of the evidence base to support Local Plan preparation because of the interaction between the two districts and to make best use of limited funding. At a County level, appropriate arrangements have also been put in place to facilitate the duty to co-operate on strategic planning issues across the county.
- 4.4 In addition, joint working arrangements have been developed between the City Council, South Cambridgeshire District Council and the County Council in order to address strategic cross boundary issues as part of the Local Plan review process for the City and District authorities and the Transport Strategy for the County Council.
- 4.5 As part of the above, the Joint Strategic Transport and Spatial Planning Group were set up with Members from each of the three Councils sitting on the Group. The success of the Group and the collaborative working of the three Councils are likely to be taken forward into the new structures being discussed for City Deal.

5. Who will be consulted?

- 5.1 The duty to cooperate was created in the Localism Act 2011, and outlined in the 2012 planning regulations. It places a legal duty on local planning authorities, county councils and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of plan preparation in the context of strategic cross boundary matters.
- 5.2 Whilst Local Enterprise Partnerships and Local Nature Partnerships are not subject to the duty to cooperate, the planning regulations 2012 and Planning Practice Guidance emphasises that local planning authorities are subject to the duty and must cooperate with them. As such regard must be given to their activities where relevant to local plan making and local planning authorities must seek to work collaboratively with them.
- 5.3 The planning regulations (2012) establish minimum requirements for consultation and as part of the Area Action Plan process; these regulations require the Councils to consult several organisations called specific consultation bodies. These organisations include strategic bodies, neighbouring councils and service suppliers such as gas and water companies. These organisations are listed in Appendix 1.
- 5.4 Given the importance of the Area Action Plan, it is important that the Councils engage with as many people and organisations as possible. The regulations allow this and require the Councils to consult with general consultation bodies including business. Appendix 1 also sets out the classification of general consultation bodies.

- 5.5 The Councils Statement of Community Involvement also lists the following 'other consultation bodies' to be consulted, where appropriate: (See City Council SCI)
- Residents' Associations and Community Groups;
 - Developers and agents;
 - Landowners;
 - Special interest groups;
 - Environment groups;
 - A selection of businesses or business networks;
 - Educational Establishments.
- 5.6 The Councils are also encouraged to undertake timely, effective and conclusive discussions with key delivery stakeholders which include the developers, landowners and businesses. Many of these stakeholders overlap with the duty to cooperate, specific and general consultation bodies, but for completeness a list of relevant stakeholders is set out in Appendix 1.
- 5.7 It is worth noting, that given the scope of the Area Action Plan, it is proposed that at each main stage of preparation full public consultation (Issues and Options and Submission consultations) will take place in order to ensure that the Councils collectively reach as many people and groups as possible. This will also ensure a balance of views. All residents and community groups should have the opportunity to take part in consultation activities regardless of age, gender, gender reassignment, disability, ethnicity, race, religion, belief or sexual orientation. This means that consultation is not restricted to the specific and general consultees. However, we are specifically required by the regulations to inform those consultees directly.
- 5.8 In particular, the Councils are keen to involve under represented or hard to reach groups of people. This may include the following (see City Council SCI):
- Black and Minority Ethnic communities (BME);
 - Women;
 - Disabled people;
 - Lesbian, gay, bisexual and trans-gendered communities (LGTB);
 - Children, young and older people; and
 - Faith and belief groups.
- 5.9 The list in Appendix 1 sets out the types of groups and organisations and is not exhaustive. It is recognised that this will evolve over the period of preparing the Area Action Plan and change as new bodies are formed and existing ones cease to be active. Both Planning Services maintain a consultation database and any organisation or

group that wishes to be added to the consultation list can do so by contacting the Planning Policy team of both Councils.

5.10 At each stage of consultation, a list of duty to cooperate, specific, general and other consultees will be prepared by officers and agreed by both Councils Committees prior to consultation.

5.11 Specific suggestions for engagement with the above groups at the main stage of preparation are set out in Table 1. Equalities Impact Assessment for the Cambridge Northern Fringe East Area Action Plan highlighted the following consultation actions;

- it will be an online consultation
- Relevant interest groups will be consulted
- The consultation document will be made available on request in large copy print, audio cassette, Braille, or in languages other than English
- Officers will be available to meet individuals and talk issues through
- The document will be available for inspection in local libraries for people who have difficulty getting into Council offices
- The consultation venues will be visited in advance to ensure they are suitable for people with disabilities
- Some exhibitions will be held outside core school hours and the consultation periods will include the Christmas school holiday period
- Opportunities to include exhibitions and other consultation events at colleges and schools will be explored
- Officers will do their best to ensure that the consultation literature is clear and informative and are always willing to meet individuals and talk issues through
- The impact of the consultation will be assessed when the EQIA is reviewed at the end of the consultation on the issues and options paper

6. Methods of consultation and engagement

6.1 There are a variety of ways in which people and groups can get involved during the main stages of preparation. The minimum requirements for consultation and community engagement are set out in Table 1. Given the limited requirements, it is proposed that the Councils are much more proactive, going above and beyond the regulations. This is in keeping with the spirit of the Localism agenda and both Councils long established approach to consultation and community engagement. Table 1 therefore sets out additional suggestions and taken together, all of the suggestions should be seen as complementary and should work alongside each other in order to reach out to as many people and groups as possible.

Table 1: Methods of Consultation:

Stage of preparation	What we must do Legal requirements for consultation	What we can do Further suggestions for consultation and engagement
Initial preparation and evidence gathering leading to Issues and Options	<ul style="list-style-type: none"> No specific requirement but involvement of Duty to Cooperate, Specific and General Consultation bodies, as appropriate, is advisable at this early stage. 	<ul style="list-style-type: none"> Consultation on key evidence base documents. Letters/emails sent to Duty to Cooperate and Key Stakeholders in order to keep them informed. Hold interactive workshop sessions with Members, Internal Officers, Developers and Landowners, Residents' Associations, and other Statutory and Local Interest Groups. Workshops would be facilitated by an independent expert. 1:1 meetings with stakeholders and service providers to discuss future needs, aspirations and service/infrastructure capacity issues. Presentation and discussions with Hard to Reach Groups as appropriate.
Issues & Options Consultation	<ul style="list-style-type: none"> Consult with Duty to Cooperate, Specific and General Consultation bodies, as appropriate. 	<ul style="list-style-type: none"> Full public consultation for a minimum of 6 weeks. Letters/emails informing consultees, local businesses, and local residents of consultation dates and how to view and respond to documents. Public notice. All documents made available on both Councils websites, Cambridge City Council Customer Service Centre and South Cambridgeshire District Council offices. Libraries to receive hard copies. Exhibitions – These would be staffed at specific times. 1:1 meetings as appropriate with stakeholders and consultees. 1:1 sessions with local Residents' Associations and advice on how to respond. Press releases advertising consultation. Publicise via appropriate media outlets; e.g. Cambridge Media,

		<p>Twitter.</p> <ul style="list-style-type: none"> • Leaflets, as appropriate. • Specific sessions with young people in small groups and linking with local schools. Specific advice to be taken from Community Development. • Presentation and discussions with Hard to Reach Groups as appropriate.
Submission Consultation	<ul style="list-style-type: none"> • Six week consultation period • All documents made available on both Councils websites, Cambridge City Council Customer Service Centre and South Cambridgeshire District Council offices. • Send to Duty to Cooperate bodies • Send to Specific Consultation bodies. • Inform General Consultation bodies. • Public notice. • Consideration of all representations received. 	<ul style="list-style-type: none"> • Letters/emails informing consultees, local businesses, and local residents (including those who have requested to be notified) of consultation dates and how to view and respond to documents. • Libraries to receive hard copies. • Exhibitions – These would be staffed at specific times. • Press releases advertising consultation. • Publicise via appropriate media outlets; e.g. Cambridge Media, Twitter. • Leaflets, as appropriate. • Presentation and discussions with Hard to Reach Groups as appropriate.
Submission to Secretary of State	<ul style="list-style-type: none"> • Submit Area Action Plan and associated documents including Sustainability Appraisal and the Statement of Consultation to the Secretary of State. • All documents made available on both Councils websites, Cambridge City Council Customer Service Centre and South Cambridgeshire District Council offices. • Copies of documents to be sent to Duty to Cooperate and Specific Consultation bodies. • Inform General Consultation bodies and anyone requesting notification of submission that documents are available for inspection. • Public Notice. 	
Examination	At least 6 weeks before the examination starts:	<ul style="list-style-type: none"> • Publish all examination details including agendas, and

	<ul style="list-style-type: none"> • Issue a Public Notice. • Publish details on the Council's website. • Notify people who made a representation of the time and place of examination and the name of the person appointed to hold the examination. 	statements on the Council's website.
Adoption	<ul style="list-style-type: none"> • Make adopted documents, adoption statement and the sustainability appraisal available for inspection and available on the Council's website. • Public Notice. • Send adoption statement to anyone who requested to be notified of adoption. • Send adoption statement and document to the secretary of state. 	<ul style="list-style-type: none"> • Inform all consultees of adoption.

- 6.2 It is intended that a variety of consultation methods will be used in order to make the process of consultation as accessible as possible to a wide range of stakeholders. Specific details will be agreed by councillors prior to each consultation stage.
- 6.3 Planning regulations include the requirement to prepare a "Statement of Consultation" setting out all of the informal and formal stages of consultation during the preparation of the draft Area Action Plan and the impact that these have had on the development of the plan. This document will allow the independent Inspector to determine the extent to which the draft Area Action Plan has undergone appropriate consultation.
- 6.4 An important aspect of consultation on the Area Action Plan will be raising awareness of the document and its importance. Useful media tools include the use of the Councils websites and Twitter feed alongside the Cambridge Matters magazine where appropriate.
- 6.5 It is proposed to provide exhibitions close to the area during the consultation period. These would include a number of display boards summarising the main content of the Plan and for those exhibitions that are staffed, this will provide people with an opportunity to speak to officers about the proposals in the Plan.
- 6.6 While the draft Area Action Plan will be the main focus of consultation, there are wide ranges of supporting documents that will need to accompany the plan. These include evidence base documents and

reports required by planning regulations, including Sustainability Appraisal, which will be subject to consultation at the same time as the draft Area Action Plan, and Habitats Regulations Assessment, which will assess the impact of the draft Area Action Plan on internationally designated sites of nature conservation importance. All documents will be available to view on both Councils websites, and the online consultation system will be used to allow people to both view and respond to the consultation online. However, it is recognised that not everyone is able to use the online consultation system, so paper copies of response forms will also be made available. Paper copies of the main consultation documents will also be made available at the Cambridge City Council Customer Service Centre (CSC) and South Cambridgeshire District Council offices, with supporting documents available on CD's that will be able to be viewed using the computers available in the City Council CSC. Other opportunities to make documents available in other publicly accessible locations in the vicinity of Cambridge Northern Fringe East area will be sought.

- 6.7 While drafting the Area Action Plan and consultation material the use of planning jargon will be avoided, although given the technical nature of planning, this will not always be possible. In order to make documents available to as wide an audience as possible, glossaries of terms will be provided and in some cases, notably the Sustainability Appraisal, nontechnical summaries of documents will be made available. Officers will always be on hand throughout the consultation process to answer any queries that people may have on the proposals contained within the Plan.
- 6.8 Democratic decision making forms an important part of the Area Action Plan review process. At each stage, the main document and relevant supporting documents will be considered and agreed by Councillors of both Councils prior to consultation and community engagement. Following consultation, a summary of all representations, responses and any proposed changes will also be reported to Councillors for consideration and agreement. At Cambridge City Council the Development Plan Scrutiny Sub Committee will be the main committee for scrutiny, with Environment Scrutiny Committee and Full Council decisions being needed where policy decisions are being made. The Executive Councillor for Planning Policy and Transport oversees this process. At South Cambridgeshire District Council it will be the Portfolio Holders meetings. Both Full Councils will also need to agree the Area Action Plan at key submission stages.
- 6.9 In order to ensure all Councillors are aware of each stage of consultation, briefings will be set up and circulated prior to the report being made available on both Councils websites. A staffed exhibition will also be held at a Cambridge City Council North Area Committee meeting.

7. How to comment, consideration of comments and feedback

- 7.1 Each stage of consultation on the Area Action Plan requires the submission of written or electronic comments known as representations. For convenience, the Councils will make the main document available for comment online along with providing hard copies at specific reference points. Supporting documents will also be available online. Where possible the Councils will try to encourage online responses to consultation. The Councils preferred means of receiving comments is through an interactive online system (consultation website address to be agreed). Using the Online consultation system has a number of advantages. It is the fastest and most accurate method and helps us to manage representations quickly and efficiently. It ensures that representations are attached to the correct section of the consultation document. It also allows respondents to provide their own summaries to representations, which help us, avoid any risk of misrepresentation of respondent concerns. The number of respondents to planning related consultations has increased since the implementation of the online system. However, it is recognised that not everyone is able to use the online consultation system, so paper copies of response forms will also be made available. Guidance notes will also be provided to aid completion of responses.
- 7.2 The use of planning jargon within consultation documents will be minimised. However, there are elements of consultations that are guided by regulations and the requirements of the examination in public. For example, response forms need to include questions related to the tests of soundness for planning documents, and if a person objects to an element of the Plan, they need to relate this to one of the tests of soundness. In order to assist people in negotiating these regulatory requirements, guidance on the tests of soundness will be provided.
- 7.3 Once representations are received, they will be added onto the Council's online consultation system. Once all representations have been processed in this way, confirmation emails/letters will be sent to all those who have submitted representations.
- 7.4 At the end of each consultation period, all representations will be considered and analysed by officers. A response will be formulated and changes will be proposed to the document, where necessary. A summary of all representations, responses and proposed changes will be considered and agreed by Councillors prior to moving onto the next stage.

8 How to contact us

- 8.1 If you have any queries throughout the Area Action Plan process please contact either Cambridge City Council or South Cambridgeshire District Council:

Cambridge City Council:

Address: Planning Policy Team,
Planning Services, Cambridge City
Council,
PO Box 700, Cambridge, CB1 0JH.
Email:
policysurveys@cambridge.gov.uk
Tel: 01223 457384

South Cambridgeshire District Council:

Address: Planning Policy Team,
Planning & New Communities,
South Cambridgeshire Hall,
Cambourne Business Park,
Cambourne, Cambridge, CB23
6EA
Email: ldf@scambs.gov.uk
Tel: 01954 713183

9 Other source of advice

- 9.1 Planning Aid for the East of England is a free voluntary service offering independent professional advice on planning matters to individuals, community groups and voluntary groups who cannot afford to pay for planning consultants. We will also investigate directly with Planning Aid the role that they might be able to play as part of the Local Plan review in assisting residents associations and individuals. Details can be found on their website:
<http://www.rtpi.org.uk/planningaid/>

10. References

- Cambridge City Council Code of Best Practice on Consultation and Community Engagement (June 2011):
<https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/document/s/code-of-best-practice-on-consultation-and-community-engagement.pdf>
- Cambridge City Council Statement of Community Involvement (November 2013):
[https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/document/s/Statement of Community Involvement.pdf](https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/document/s/Statement%20of%20Community%20Involvement.pdf)
- South Cambridgeshire District Council Statement of Community Involvement (January 2010):
<https://www.scambs.gov.uk/sites/www.scambs.gov.uk/files/documents/Statement%20of%20Community%20Involvement%20%28Jan%202010%29.pdf>
- Town and Country Planning (Local Planning) (England) Regulations (2012): <http://www.legislation.gov.uk/ukxi/2012/767/regulation/34/made>
- Localism Act (2011):
<http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted>
- National Planning Policy Framework (2012):
<https://www.gov.uk/government/policies/making-the-planning-system-work-more-efficiently-and-effectively/supporting-pages/national-planning-policy-framework>

- Planning Practice Guidance (2014):
<http://planningguidance.planningportal.gov.uk/>
- Cambridge City Council Development Plan Sub Scrutiny Committee on 11 November 2014:
<http://www.cambridge.gov.uk/democracy/ieListMeetings.aspx?CommitteeId=184>
- South Cambridgeshire District Council Planning Portfolio Holder's Meeting on 18 November 2014:
<http://scambs.moderngov.co.uk/mgCommitteeDetails.aspx?ID=1059>
- Cambridge City Council North Area Committee: A Guide for Members, Officers and the Public:
<https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/north-area-committee-guide.pdf>
- Cambridge City Council's Online Consultation System:
<http://cambridge.jdi-consult.net/ldf/>
- South Cambridgeshire District Council's Online Consultation System:
<http://scambs.jdi-consult.net/ldf/>

Appendix 1: Consultees in the Area Action Plan process

Duty to Cooperate bodies

The following organisations have a Duty to Cooperate and must be consulted in accordance with the Act and Regulations. The Councils will consult those it considers have an interest in a DPD or will be affected by an SPD. This list is not exhaustive and also relates to successor bodies where re-organisation occurs. Please note the Acts and Regulations may change as the Government implement changes to the Planning System (see www.legislation.gov.uk for further information).

- Environment Agency
- English Heritage
- Natural England
- Mayor of London (not applicable)
- Civil Aviation Authority
- Homes and Communities Agency
- each clinical commissioning group established under section 14D of the National Health Service Act 2006 (i.e. Cambridgeshire and Peterborough Clinical Commissioning Group, Cam Health, CATCH)
- The National Health Service Commissioning Board
- Office of the Rail Regulator
- Transport for London (not applicable)
- Each Integrated Transport Authority
- Each Highway Authority
- Marine Management Organisation

Local Enterprise Partnerships and Local Nature Partnerships are not subject to the requirements of the duty. But local planning authorities and the public bodies that are subject to the duty must cooperate with Local Enterprise Partnerships and Local Nature Partnerships and have regard to their activities when they are preparing their Plans, so long as those activities are relevant to plan making.

Specific consultation bodies

The following specific consultation bodies must be consulted in accordance with the Act and Regulations. The Councils will consult those it considers have an interest in a DPD or will be affected by an SPD. This list is not exhaustive and also relates to successor bodies where re-organisation occurs. Please note the Acts and Regulations may change as the Government implement changes to the Planning System (see www.legislation.gov.uk for further information).

- The Coal Authority
- The Environment Agency
- The Historic Buildings and Monuments Commission for England (English Heritage)

- The Marine Management Organisation
- Natural England
- Network Rail Infrastructure Ltd
- *A relevant authority (a local planning authority, county council, parish council or a local policing body)* any part of which is in or adjoins the area of the Local Planning Authority (e.g. Cambridgeshire County Council, adjoining Parish Councils, and the local Police and Crime Commissioner,) – This may include other authorities which adjoin South Cambridgeshire.
- Any persons to whom the electronic communications code applies by virtue of a direction given under S106(3)(a) of the Communication Act 2003
- Any person who owns or controls electronic communications apparatus situated in any part of the areas of the Council
- Any of the bodies from the following list who are exercising functions in any part of the area of the Council:
 - Primary Care Trust (now local Clinical Commissioning Groups)
 - Person whom a licence has been granted under Section 6(1)(b) or (c) of the Electricity Act 1989 (electricity companies)
 - Person whom a licence has been granted under section 7(2) of the Gas Act 1986 (gas companies)
 - Sewerage undertaker (i.e. Anglian Water)
 - Water undertaker (i.e. Cambridge Water)
- The Homes and Communities Agency

General consultation bodies

The following general consultation bodies are defined in the Act and Regulations:

- Voluntary bodies, some or all of whose activities benefit any part of the local authority's area
- Bodies that represent the interests of racial, ethnic or national groups in the local authority's area
- Bodies that represent the interests of religious groups in the authority's area
- Bodies that represent the interests of disabled persons in the authority's area
- Bodies that represent the interests of persons carrying out business in the local authority's area

Deliverability

The Planning Practice Guidance advises that early discussion with infrastructure and service providers is particularly important to help understand their investment plans and critical dependencies. The Local Enterprise Partnership should also be involved at an early stage in considering the strategic issues facing their area, including the prospects for investment in infrastructure and the promotion of brownfield sites for redevelopment.

Did you know?

We also have a contact database that includes a range of other individuals, groups and organisations that are consulted in the preparation of Local Development Documents.

Let us know if you'd like to be included on the database by emailing us on polycysurveys@cambridge.gov.uk. If there is a specific topic or document that you are interested in, let us know.

Cambridge City Council Equality Impact Assessment



Completing an Equality Impact Assessment will help you to think about what impact your strategy, policy, plan, project, contract or major change to your service may have on people that live in, work in or visit Cambridge, as well as on City Council staff.

The template is easy to use. You do not need to have specialist equalities knowledge to complete it. It asks you to make judgements based on evidence and experience. There are guidance notes on the intranet to help you. You can also get advice from Suzanne Goff, Strategy Officer on 01223 457174 or email suzanne.goff@cambridge.gov.uk or from any member of the Joint Equalities Group.

1. Title of strategy, policy, plan, project, contract or major change to your service:

Cambridge Northern Fringe East Area Action Plan

1st Stage: Issues and Options Consultation Report

2. What is the objective or purpose of your strategy, policy, plan, project, contract or major change to your service?

The project objectives are to:

- i) Achieve the regeneration of CNFE through a high quality employment led mixed use development;
- ii) Contribute to meeting the employment and housing needs of the sub-region;
- iii) Provide a high quality gateway to the city and an area which is an important and attractive destination in itself;
- iv) Contribute to the wider growth agenda of the area, including the retention and enhancement of a strategic rail freight head;
- v) Enhance the transport, water, community and social infrastructure and environmental assets in the north-east of Cambridge.

3. Who will be affected by this strategy, policy, plan, project, contract or major change to your service? (Please tick those that apply)

- ☒ Residents
- ☒ Visitors
- ☒ Staff

A specific client group or groups (please state):

Consultation and community engagement will be undertaken in accordance with the agreed

3. Who will be affected by this strategy, policy, plan, project, contract or major change to your service? (Please tick those that apply)

strategy which is being considered by Development Plan Scrutiny Committee on 11/11/14.

4. What type of strategy, policy, plan, project, contract or major change to your service is this? (Please tick)

- ☒ New
☐ Revised
☐ Existing

5. Responsible directorate and service

Directorate: Environment

Service: Planning

6. Are other departments or partners involved in delivering this strategy, policy, plan, project, contract or major change to your service?

- ☐ No
☒ Yes (please give details):

To varying degrees;

Cambridge City Council (joint plan-making partner)

- Planning Services
- Environmental Section
- Property Services
- Procurement
- Other service departments as relevant and required

South Cambridgeshire District Council (joint plan-making partner)

- Planning
- Environmental Health
- Procurement
- Other service departments as relevant and required

Cambridgeshire County Council (key stakeholder assisting project)

- Planning
- Transportation
- Other service departments as relevant and required

7. Potential impact

Please list and explain how this strategy, policy, plan, project, contract or major change to your service could **positively** or **negatively** affect individuals from the following equalities groups.

When answering this question, please think about:

- The results of relevant consultation that you or others have completed (for example with residents, people that work in or visit Cambridge, service users, staff or partner organisations).
- Complaints information.
- Performance information.
- Information about people using your service (for example whether people from certain equalities groups use the service more or less than others).
- Inspection results.
- Comparisons with other organisations.
- The implementation of your piece of work (don't just assess what you think the impact will be after you have completed your work, but also think about what steps you might have to take to make sure that the implementation of your work does not negatively impact on people from a particular equality group).
- The relevant premises involved.
- Your communications.
- National research (local information is not always available, particularly for some equalities groups, so use national research to provide evidence for your conclusions).

(a) Age (any group of people of a particular age, including younger and older people – in particular, please consider any safeguarding issues for children and vulnerable adults)

Consultation:

The document will be available for inspection in local libraries for people who have difficulty getting into Council offices. Relevant community organisations (such as Age Concern and Cambridgeshire Older Peoples Enterprise) are included in the consultation [as well as local schools, colleges and youth groups].

Although there is no evidence of any negative impact on young people, it is often difficult to engage with younger members of the community and officers may need to think about how young people can become involved in the policy making process.

Policy:

It is early in the process to determine the impact of the new policy other than the proposed employment uses will tend to focus on the working age groups. The transport infrastructure will need to provide access for all.

The plan will seek to meet objectively assessed need including the needs for an ageing and young population.

The plan will seek that all residential development is built to lifetime homes standard. It may deliver some affordable housing which will benefit young people who cannot afford market housing. A portion of the housing may also be built to wheelchair housing design standard. There may also be the need to provide further specialist housing (e.g. care homes and sheltered housing).

The plan will also plan for infrastructure such as childrens play areas, benefiting families with young children, and any need for creche or nursery provision.

A range of community facilities within easy within reasonable walking distance will need to be provided.

(b) Disability (including people with a physical impairment, sensory impairment, learning disability, mental health problem or other condition which has an impact on their daily life)

Consultation:

Kings Hedges ward has the largest number of people reporting a long term activity-limiting illness in Cambridge. The Consultation process will be available for inspection in libraries for people who have difficulty getting into Council offices. Relevant community organisations are included in the consultation such as Disability Cambridgeshire.

The consultation document will be made available on request in large copy print, audio cassette or Braille and officers are always willing to meet individuals and talk issues through. Documents will be available for inspection in libraries for people who have difficulty getting into Council offices.

Policy:

It is early in the process to determine the impact of the new policy. The transport infrastructure will need to provide access for all. A portion of the housing may also be built to wheelchair housing design standard and may also deliver specialist housing such as care homes and sheltered housing).

A range of community facilities within easy within reasonable walking distance will need to be provided.

(c) Gender

Consultation:

Officers do not anticipate that there will be specific gender-based issues connected with access to consultation documents.

Policy:

There is no evidence that the plan proposals will have a disproportionate effect attributable solely to gender but this may change depending on the outcome of the initial consultation.

(d) Pregnancy and maternity

Consultation:

Officers do not anticipate that it will be particularly difficult for pregnant individuals or those with responsibility for the care of infants to access and respond to the consultation documents. The document is available for inspection in local libraries for people who have difficulty getting into Council offices. Relevant community organisations are included in the consultation such as Disability Cambridgeshire.

Policy:

At this early stage the impact of the plan proposals is difficult to assess fully but there are anticipated to be some positive impacts.

The plan will seek to achieve a high quality, design and the transport infrastructure will seek to provide access for all.

The plan will seek that all residential development is built to lifetime homes standard and with a mix of house sizes. It may deliver some affordable housing which will benefit young families who cannot afford market housing.

It is too early to know whether the plans include health facilities, but this would be a positive for this characteristic.

The Area Action Plan will also plan for infrastructure such as childrens play areas, benefiting families with young children, and any need for creche or nursery provision.

(e) Transgender (including gender re-assignment)

Consultation:

Officers do not anticipate that it will be particularly difficult for the transgender community to access to consultation documents.

Policy:

The plan proposals are not expected to have a disproportionate impact on the transgender community (including gender re-assignment) but this may change depending on the outcome of the initial consultation.

It is too early to know whether the plans include health facilities, but this would be a positive for this characteristic.

(f) Marriage and Civil Partnership

Consultation:

Kings Hedges ward has the largest number of single non-pensioner households in Cambridge. However, officers do not think that marital status will affect the ability of any individual to access the consultation documents.

Policy:

The plan proposals are not expected to have a disproportionate impact in terms of marital status of individuals.

(g) Race or Ethnicity

Consultation:

Cambridge is one of the most diverse places in the country with a total 'non-white' population of 17.5%. East Chesterton has the highest proportion in the white/British community of 70%. There is an established community of travellers who live to the east of the Cambridge to Ely railway line. The document will be written in plain English with minimal use of Jargon and the Council has a translations service available. A glossary will be included to explain technical terms used within the document. Relevant community organisations will be consulted including the Cambridge Ethnic Community Forum, the Irish Traveller Movement in Britain, The East Anglian Gypsy Council and the Traveller Solidarity Network.

Policy:

There are no current plans to include the existing traveller site within the area of the plan. If this changes then due regard will be paid to the impact of any redevelopment proposals on the traveller community, and any relevant considerations under the Human Rights Act Articles and the UN Convention on the Rights of the Child will be taken into account.

(h) Religion or Belief

Consultation:

Officers do not think that access to consultation will be affected by an individual's faith or belief. However the Council will include in the consultation specific groups such as Cambridge Interfaith group, East of England Faiths Council and the Church of England Ely Diocese.

Policy:

It is too early to say whether or not the plan proposals are not expected to have a disproportionate impact in terms of faith or belief. There may be a negative impact as the redevelopment is likely to focus on employment uses and no additional faith facilities are anticipated to be provided.

(i) Sexual Orientation

Consultation:

Officers do not anticipate that the sexual orientation of particular individuals will make it particularly difficult to access to consultation documents.

Policy:

The plan proposals are not expected to have a disproportionate impact in terms of sexual orientation but this may change depending on the outcome of the initial consultation.

(j) Other factors that may lead to inequality – in particular – please consider the impact of any changes on low income groups or those experiencing the impacts of poverty (please state):

Life expectancy for both men and women in Cambridge is similar to the England average but there are significant health inequalities present with life expectancy 8.7 years lower for men and 10.5 years lower for women in the most deprived areas. Half of the city's child benefit population live in three of the city's 14 wards - two of which, East Chesterton and King's Hedges, are next to the area of the plan.

This suggests that economic deprivation is more of a factor in relation to these wards than in the city generally; something to be taken into account in terms of both access to consultation and the effect of the plan proposals.

Consultation:

The document is available for inspection in libraries for people who have difficulty getting into Council offices. Relevant organisations will be consulted: The GET Group, Work Advice Volunteering Education Training (WAVET) and the COVER Group (social enterprise).

Policy:

At this early stage the impact of the plan proposals is difficult to assess fully but there may well be positive impacts. Increasing employment uses may lead to the creation of jobs and providing local skills training may enhance the chances of securing those jobs. New homes will include an element of affordable housing which will benefit young families who cannot afford market housing.

It is too early to know whether the plans include health facilities, but this would be a positive for this characteristic.

The Area Action Plan will also plan for infrastructure such as children's play areas, benefiting families with young children, and any need for creche or nursery provision, improving the facilities for everyone in the area.

8. If you have any additional comments please add them here

9. Conclusions and Next Steps

- If you have not identified any negative impacts, please sign off this form.
- If you have identified potential negative actions, you must complete the action plan at the end of this document to set out how you propose to mitigate the impact. If you do not feel that the potential negative impact can be mitigated, you must complete question 8 to explain why that is the case.
- If there is insufficient evidence to say whether or not there is likely to be a negative impact, please complete the action plan setting out what additional information you need to gather to complete the assessment.

All completed Equality Impact Assessments must be emailed to Suzanne Goff, Strategy Officer, who will arrange for it to be published on the City Council's website.
Email suzanne.goff@cambridge.gov.uk

10. Sign off

Name and job title of assessment lead officer:

Julian Sykes, Urban Extensions Project Manager and PM for the CNFE project

Names and job titles of other assessment team members and people consulted:

Suzanne Goff and Sue Chadwick

Date of completion:

30 October 2014

Date of next review of the assessment:

Following end of consultation on the issues and options paper

Action Plan

Equality Impact Assessment title:

Date of completion: 30 October 2014

Equality Group	Age
Details of possible disadvantage or negative impact	Although there is no evidence of any negative impact on young people, it is often difficult to engage with younger members of the community and officers may need to think about how young people can become involved in the policy making process
Action to be taken to address the disadvantage or negative impact	<p>It will be an online consultation and relevant organisations will be consulted.</p> <p>Some exhibitions will be held outside core school hours and the consultation periods will include the Christmas school holiday period.</p> <p>Opportunities to include exhibitions and other consultation events at colleges and schools will be explored.</p> <p>Officers will do their best to ensure that the consultation literature is clear and informative and are always willing to meet individuals and talk issues through.</p> <p>The impact of the consultation will be assessed when the EQIA is reviewed.</p> <p>The impact of the plan itself can not reassessed until substantial parts of the plan have been implemented on site.</p>
Officer responsible for progressing the action	Julian Sykes
Date action to be completed by	The initial stage upon completion of the Issues and Option consultation February 2015.

Equality Group	Disability
Details of possible disadvantage or negative impact	It is not envisaged there will be a significant disadvantage providing the consultation venues are fully accessible.
Action to be taken to address the disadvantage or negative impact	<p>It will be an online consultation, the document will be available for inspection in local libraries and relevant organisations will be consulted.</p> <p>The consultation venues will be visited in advance to ensure they have suitable for people with disabilities.</p> <p>The consultation document will be made available on request in large copy print, audio cassette or Braille. Officers will do their best to ensure that the consultation literature is clear and informative and are always willing to meet individuals and talk issues through.</p> <p>The impact of the consultation will be assessed when the EQIA is reviewed.</p> <p>The impact of the plan itself can not reassessed until substantial parts of the plan have been implemented on site.</p>
Officer responsible for progressing the action	Julian Sykes
Date action to be completed by	The initial stage upon completion of the Issues and Option consultation February 2015.

Equality Group	Gender
Details of possible disadvantage or negative impact	No significant impact has been identified or is considered likely.
Action to be taken to address the disadvantage or negative impact	<p>Relevant organisations will be consulted.</p> <p>The impact of the consultation will be assessed when the EQIA is reviewed.</p> <p>The impact of the plan itself can not reassessed until substantial parts of the plan have been implemented on site.</p>
Officer responsible for progressing the action	Julian Sykes
Date action to be completed by	The initial stage upon completion of the Issues and Option consultation February 2015.

Equality Group	Pregnancy and Maternity
Details of possible disadvantage or negative impact	No significant impact has been identified or is considered likely.
Action to be taken to address the disadvantage or negative impact	<p>It will be an online consultation, the document will be available for inspection in local libraries and relevant organisations will be consulted.</p> <p>The impact of the consultation will be assessed when the EQIA is reviewed.</p> <p>The impact of the plan itself can not reassessed until substantial parts of the plan have been implemented on site.</p>
Officer responsible for progressing the action	Julian Sykes
Date action to be completed by	The initial stage upon completion of the Issues and Option consultation February 2015.

Equality Group	Transgender
Details of possible disadvantage or negative impact	No significant impact has been identified or is considered likely.
Action to be taken to address the disadvantage or negative impact	<p>The impact of the consultation will be assessed when the EQIA is reviewed.</p> <p>The impact of the plan itself can not reassessed until substantial parts of the plan have been implemented on site.</p>
Officer responsible for progressing the action	Julian Sykes
Date action to be completed by	The initial stage upon completion of the Issues and Option consultation February 2015.

Equality Group	Marriage and Civil Partnership
Details of possible disadvantage or negative impact	No significant impact has been identified or is considered likely.
Action to be taken to address the disadvantage or negative impact	<p>The impact of the consultation will be assessed when the EQIA is reviewed.</p> <p>The impact of the plan itself can not reassessed until substantial parts of the plan have been implemented on site.</p>
Officer responsible for progressing the action	Julian Sykes
Date action to be completed by	The initial stage upon completion of the Issues and Option consultation February 2015.

Equality Group	Race or Ethnicity
Details of possible disadvantage or negative impact	No significant impact has been identified or is considered likely.
Action to be taken to address the disadvantage or negative impact	<p>It will be an online consultation, the document will be available for inspection in local libraries and relevant organisations will be consulted.</p> <p>The consultation document will be made available on request in languages other than English. Officers will do their best to ensure that the consultation literature is clear and informative and are always willing to meet individuals and talk issues through.</p> <p>The impact of the consultation will be assessed when the EQIA is reviewed.</p> <p>The impact of the plan itself can not reassessed until substantial parts of the plan have been implemented on site.</p>
Officer responsible for progressing the action	Julian Sykes
Date action to be completed by	The initial stage upon completion of the Issues and Option consultation February 2015.

Equality Group	Religion or Belief
Details of possible disadvantage or negative impact	No significant impact has been identified or is considered likely.
Action to be taken to address the disadvantage or negative impact	<p>Relevant organisations will be consulted.</p> <p>The impact of the consultation will be assessed when the EQIA is reviewed.</p> <p>The impact of the plan itself can not reassessed until substantial parts of the plan have been implemented on site.</p>
Officer responsible for progressing the action	Julian Sykes
Date action to be completed by	The initial stage upon completion of the Issues and Option consultation February 2015.

Equality Group	Sexual Orientation
Details of possible disadvantage or negative impact	No significant impact has been identified or is considered likely.
Action to be taken to address the disadvantage or negative impact	<p>The impact of the consultation will be assessed when the EQIA is reviewed.</p> <p>The impact of the plan itself can not reassessed until substantial parts of the plan have been implemented on site.</p>
Officer responsible for progressing the action	Julian Sykes
Date action to be completed by	The initial stage upon completion of the Issues and Option consultation February 2015.

Other factors that may lead to inequality	
Details of possible disadvantage or negative impact	Some people may struggle to have the resources to reach the consultation venues.
Action to be taken to address the disadvantage or negative impact	<p>It will be an online consultation, the document will be available for inspection in local libraries and relevant organisations will be consulted.</p> <p>The impact of the consultation will be assessed when the EQIA is reviewed.</p> <p>The impact of the plan itself can not reassessed until substantial parts of the plan have been implemented on site.</p>
Officer responsible for progressing the action	Julian Sykes
Date action to be completed by	The initial stage upon completion of the Issues and Option consultation February 2015.

This page is intentionally left blank