



Cambridge City Council
Planning and Transport Scrutiny Committee

Date: Thursday, 7 November 2019

Time: 5.30 pm

Venue: Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ

Contact: democratic.services@cambridge.gov.uk, tel:01223 457000

Agenda

- 1 Apologies for Absence
- 2 Declarations of Interest
- 3 Minutes (Pages 3 - 28)
- 4 Public Questions
- 5 To Note Record of Urgent Decision Taken by the Executive Councillor for Planning Policy and Open Spaces
- 5a Housing Trajectory, Five Year Supply and Statement of Common Ground (Pages 29 - 30)
- 6 To Note Record of Urgent Decision Taken by the Executive Councillor for Transport and Community Safety
- 6a A428 Black Cat to Caxton Gibbet: Detailed Design Consultation Response (Pages 31 - 72)

Decisions for the Executive Councillor for Planning Policy and Open Spaces

- 7 Shared Planning Service Budget and Programme Update (Pages 73 - 82)
- 8 Greater Cambridge Local Plan Issues & Options Report (Pages 83 - 638)

Planning and Transport Scrutiny Committee Members: Smart (Chair), Baigent, Bick, Chadwick, Collis, Davies, Green, Hipkin and McGerty

Alternates: Bird, Lord and McQueen

Executive Councillors: Massey (Executive Councillor for Transport and Community Safety) and Thornburrow (Executive Councillor for Planning Policy and Open Spaces)

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PLANNING AND TRANSPORT SCRUTINY COMMITTEE

25 June 2019

5.30 - 8.40 pm

Present: Councillors Sheil (Vice-Chair), Baigent, Bick, Chadwick, Collis, Green, Hipkin, McGerty and Bird

Executive Councillors:

Executive Councillor for Planning Policy and Open Spaces: Councillor Thornburrow

Officers:

Strategic Director: Fiona Bryant

Head of 3C Building Services: Heather Jones

Head of Finance: Caroline Ryba

Greater Cambridge Planning Service, Planning Policy Manager: Caroline Hunt

Senior Sustainability Officer: Emma Davies

Senior Planning Policy Officer: Terry De Sousa

Streets and Open Spaces Development Manager: Alistair Wilson

Urban Growth Project Manager: Tim Wetherfield

Committee Manager: Toni Birkin

FOR THE INFORMATION OF THE COUNCIL

Re-Ordering Agenda

Under paragraph 4.2.1 of the Council Procedure Rules, the Chair used his discretion to alter the order of the agenda items. However, for ease of the reader, these minutes will follow the order of the agenda.

Thanks to Previous Executive Councillor

Councillor Thornburrow requested that the minutes recorded the Committees thanks to the former Executive Councillor for Planning Policy and Transport, Councillor Blencowe, for his hard work over many years.

19/18/PnT Apologies for Absence

Apologies were received from the Committee Chair, Councillor Smart. Councillor Sheil, as Vice-Chair, chaired the meeting. Councillor Bird was present as an alternate.

The Executive Councillor for Transport and Community Safety, Councillor Massey also sent apologies.

Councillor Bick left after the consideration of item 19/23/PnT.

19/19/PnT Declarations of Interest

No declarations of interest were made.

19/20/PnT Minutes

The minutes of the meeting held on 19th March 2019 were approved as a correct record and signed by the Chair.

19/21/PnT Public Questions

Members of the public asked a number of questions regarding item 19/25/PnT. Full details can be found with the minute of that item.

19/22/PnT 2018/19 General Fund Revenue and Capital Outturn, Carry Forwards and Significant Variances - P&T

Matter for Decision

The report presented, for the Planning Policy & Transport Portfolio:

- i. A summary of actual income and expenditure compared to the final budget for 2018/19 (outturn position)
- ii. Revenue and capital budget variances with explanations
- iii. Specific requests to carry forward funding available from budget underspends into 2019/20.

The report was for the 2018/19 outturn the services that were included in the Planning Policy & Transport Portfolio prior to the current year committee restructure was detailed.

Decision of Executive Councillor for Planning Policy and Open Spaces

Resolved: To agree to request that the Executive Councillor for Finance and Resources, at the Strategy and Resources Scrutiny Committee on 1 July 2019, approved the following:

- i. Carry forward requests of £995k capital resources from 2018/19 to 2019/20 to fund rephased net capital spending, as detailed in Appendix D of the Officers 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 Caroline Ryba, Head of Finance.

In response to the report Councillors commented that the figures provided did not allow members to judge how the Parking Service was performing. Variances appeared to be high against the forecast. The Strategic Director undertook to address this outside the meeting.

The Committee made the following comments in response to the report:

- i. Suggested that the Taxi Card Scheme and other transport subsidies should be promoted more widely.
- ii. Stated that the Planning Service was under stress which in turn placed additional stress on the scrutiny and decision process.

The Strategic Director, the Head of Finance and the Greater Cambridge Planning Service Planning Policy Manager responded to Members' questions as follows:

- i. Agreed that it was disappointing that little progress had been made on the Cycleways projects (100019-PV007). Delivery of the project was dependent on the County Council delivering element of the scheme. Noted Members support for this budget item and its retention in the budget.
- ii. Confirmed that only half the Taxi Card budget had been allocated and suggested that as a demand led service, accurate forecasting was difficult. The service was under review and caution was needed with any additional promotion.
- iii. Confirmed that work was on-going to improve the income shortfall, income pattern and the shared service profile.

- iv. Suggested that recruitment difficulties were a national problem and confirmed that a range of options were under consideration, such as, development of existing staff and apprentices.
- v. Agreed that losing staff to the private sector was an on-going problem for the service.

Councillor Bick stated that it was regrettable that the Executive Councillor for Transport and Community Safety had not been in attendance to hear the debate on transport related issues.

The Committee resolved by 8 votes to 0 and 1 abstention to endorse the recommendations.

The Executive Councillor approved the recommendations.

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

No conflicts of interest were declared by the Executive Councillor.

19/23/PnT Greater Cambridge Sustainable Design and Construction Supplementary Planning Document – Draft Document for Consultation

Matter for Decision

- i. The report presented the draft Greater Cambridge Sustainable Design and Construction Supplementary Planning Document (SPD) for consultation purposes. The SPD was being prepared to provide guidance on the implementation of policies related to climate change and sustainable design and construction within the adopted Cambridge and South Cambridgeshire Local Plans in order to support the Greater Cambridge growth agenda and delivery of sustainable development.

Decision of Executive Councillor for Planning Policy and Open Spaces

Resolved:

- i. To agree the draft Greater Cambridge Sustainable Design and Construction SPD (attached at Appendix 1 to the Officer's report) for consultation purposes;
- ii. that the consultation period will take place between Monday 15 July and Monday 23 September 2019;
- iii. that the Joint Director of Planning and Economic

Development be granted delegated authority, in liaison with the Executive Councillor for Planning Policy and Open Spaces, and the Chair and Spokes for the Planning Policy and Transport Scrutiny Committee, to make any editing changes to the draft SPD and supporting documents prior to publication and to agree the Statement and Consultation and draft Strategic Environmental Assessment (SEA) and draft Habitats Regulation Assessment (HRA) Screenings Reports for consultation alongside the draft SPD, including with the three statutory bodies.

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 Senior Sustainability Officer.

The Committee made the following comments in response to the report:

- i. Members expressed regret that national policy frustrated local ambition to deliver higher standards of sustainable development.
- ii. Suggested that the consultation documents should be sent to local voluntary groups including Camsight.

The Senior Sustainability Officers stated the following in response to Members' questions:

- i. The report would return to this Committee in January for adoption following the consultation period.
- ii. The introduction to the document addresses the integration of sustainability considerations into the design of new developments from the outset, with reference to the RIBA (Royal Institute of British Architects) works plan.
- iii. The SPD concentrates on the built environment with wider environmental concerns being addressed elsewhere.
- iv. Policy 30 would not apply to extensions built under permitted development rights. However, there was a possibility that this could be covered under building regulations at a future date.
- v. A 'Forword' would be added to the document at a later stage and this would set out the Council's ambition to encourage exemplar applications.

- vi. Confirmed that the document would add weight to the Local Plan and would influence the next Local Plan.
- vii. The proposals had been subjected to viability assessments. However, it was acknowledged that these might be challenged by developers.
- viii. Confirmed that Equality Impact Assessments had been included in the documentation.
- ix. Suggested that the document would not be considered a material consideration until formally adopted but that it would gain weight to decision making process the nearer it came to adoption.

The Planning Policy Manager stated the following in response to Members' questions:

- i. The SPD would supplement the adopted Local Plan which includes a wider commitment to sustainability in future joint Local Plans.

Councillor Hipkin stated that he felt that the discussion on this very important document had been cut short and that he had not been able to ask all of his questions. The Chair stated that he had not seen the Councillor indicate his wish to speak and invited him to ask his final questions before moving to the vote.

Councillor Hipkin stated the following:

- i. Enforcement would be problematic given staffing constraints.
- ii. Asked if the environmental standards delivered on the University development at Eddington could be required elsewhere.
- iii. Suggested that the Council, in its role as a developer, should be exemplar and should deliver to the same standard as that achieved by the University.

The Senior Sustainability Officers responded. Requirements for Eddington had been based on a national policy document that was no longer available. The Planning Inspector had removed some of the more challenging standards from the Local Plan.

The Strategic Director accepted that Eddington was an outstanding scheme but stated that due to the very high costs, it was not accessible to many people. The Council needed to deliver viable accommodation for local people.

The Executive Councillor thanked the Committee for their thorough debate on this item which would be relevant to the next Local Plan.

The Committee unanimously resolved to endorse the amended recommendations.

The Executive Councillor approved the recommendations.

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

No conflicts of interest were declared by the Executive Councillor.

19/24/PnT Statement of Community Involvement

Matter for Decision

- i. The report presented the Statement of Community Involvement (SCI) for adoption following the conclusion of public consultation. The Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017, state that LPAs in England must review their SCI every five years to ensure it is up to date and reflects current legislation and best practice. The SCI has been prepared to ensure that the LPAs are in accordance with this regulatory requirement.
- ii. In the context of the Greater Cambridge area, the new SCI sets out how Cambridge City Council and South Cambridgeshire District Councils as part of the Greater Cambridge Shared Planning service will consult on planning policy documents and planning applications, ensuring that the two councils are consistent in their approach to engagement with local communities. The SCI would replace the adopted SCI of Cambridge City Council (2013) and South Cambridgeshire District Council (2010).

Decision of Executive Councillor for Planning Policy and Open Spaces

- i. Resolved to adopt the Statement of Community Involvement (2019) for Greater Cambridge, prepared jointly with South Cambridgeshire District Council.
- ii. Agreed that the Joint Director of Planning and Economic Development is granted delegated authority, in liaison with the Executive Councillor for Planning Policy and Open Spaces, and the Chair and Spokes for the Planning Policy and Transport Scrutiny Committee, to make any editing changes prior to publication.

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 Senior Planning Policy Officer.

In response to the report, councillors commented that more clarity was needed regarding Section 2.2 of the document. The public needed to understand the engagement process. The Senior Planning Policy Officer undertook to discuss this further with the Executive Councillor outside the meeting.

Councillor Green suggested that Cambridge University had offered to provide training and support to members of the public on how best to engage with the planning process.

The Senior Planning Policy Officer said the following in response to Members' questions:

- i. Confirmed that this Committee had seen an earlier draft of the document and suggested that it would be difficult to make anything more than minor changes as this would require further consultation.
- ii. Confirmed that the statement regarding Councillor call-in of a planning application had been kept at a high level as this was a joint policy and engagement details varied across the authorities.
- iii. Agreed to add links to the document to direct the public to further information on engagement.
- iv. Confirmed that a commitment had been made to simplify the planning idox system as members of the public had found it confusing.

Councillors sought clarification regarding the area of public notification of planning application and questioned how proposed savings would be achieved. Members sought an assurance that there was no intention to reduce existing service levels regarding public notification. Officers undertook to circulate full details of notification areas outside the meeting.

The Committee resolved by 5 votes to 1 and 2 abstentions to endorse the recommendations.

The Executive Councillor approved the recommendations.

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

No conflicts of interest were declared by the Executive Councillor.

19/25/PnT 2019 S106 Priority-Setting (Play Areas and Open Spaces)**Public Speakers**

Catherine Rowland and Linda Frost addressed the Committee in support of the Consort Way play area boundary fencing and made the following comments:

- Spine Road traffic was fast moving.
- An unfenced play area left children vulnerable to moving vehicles.
- Signage in the area was inadequate and did not prevent dogs or cyclists from using the area.
- Older children use the play area to play football.
- 30mph signs had recently been erected in the area and local people were current engaged in getting this reduced to 20mph.
- Fencing was needed urgently to prevent an accident.

Executive Councillor Response:

Councillor Thornburrow thanked the speakers for their comments and undertook to ask the County Council for their comments. She would also ask officers to consider this item as a priority.

Matter for Decision

The Council uses S106 contributions paid by developers to mitigate the impact of developments on facilities and amenities in Cambridge. In line with the arrangements agreed by the Executive Councillor in March 2019, the Council had invited proposals for improving play areas and open spaces within the city as part of its 2019 S106 funding round. Thirty applications had been received and assessed against the S106 selection criteria. The report summarised those applications and assessments and made 17 recommendations for S106 funding.

Decision of Executive Councillor for Planning Policy and Open Spaces**Resolved:**

- i. to allocate S106 funding to the following projects, subject to business case approval (see Section 4 and Appendix A of the Officers report for project details).

	Project	S106 funding types	
		Play provision	Informal open space
N01	Logan’s Meadow: provide more benches and bins	-	£7.5k
N02	Bramblefields local nature reserve: more planting	-	£7.5k
N05	Arbury Court play area improvements (landscaping & equipment)	£15k	£15k
N07	Jubilee Gardens: improved access, landscaping, planting and seating	-	£40k
N08	Chestnut Grove Play Area: benches and bins	-	£7.5k
E07	Robert May Close play area: new play equipment and the replacement of two park benches	£5k	£35k
S01	Cherry Hinton Hall play area improvements: including accessible play equipment, plus landscaping	£90k	£60k
S02	Holbrook Road play area improvements (additional equipment and extra bench)	£46k	£1k
S03	Nightingale Avenue Rec Ground: new all-weather footpath between car park and community garden	-	£15k
S05	Consort Way play area (Trumpington Meadows): boundary fencing	-	£30k
WC1	Jesus Green ditch: landscaping and biodiversity improvements	-	£53k
WC2	Jesus Green: new wildflower meadow	-	£18k
WC3	Jesus Green: ecological/ educational space	-	£7k

	Project	S106 funding types	
		Play provision	Informal open space
WC4	Jesus Green barbecue area (and associated signage) plus drinking water fountain	-	£12.5k
WC5	Midsummer Common Community Orchard: drinking water fountain	-	£2.5k
WC6	Sheep's Green local nature reserve: biodiversity bank improvements at Mill Pond	-	£22k
X01	Biodiversity enhancements (e.g. 'Bee banks') at parks in in East Chesterton, Coleridge, Trumpington & Market	-	£5k
E01	Thorpe Way Rec Ground: new footpath		£15k
S04	Nightingale Avenue Rec community garden: accessible polytunnel		£1.5k

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 Development Manager.

The Development Manager said the following in response to Members' questions:

- i. The needs of elderly residents would be considered when benches were installed in Logan's Meadow and other sites and benches with arms would be used where possible.
- ii. Wheelchair user's needs would be taken into account when drinking water facilities were installed.

- iii. The budget allocation for the water fountain included wider costs such as officer time and any consultation work needed.
- iv. Confirmed that lighting costs had been removed from a number of projects as S106 funding could only be used for capital cost and not on-going maintenance or utilities charges. This could be reconsidered at a later date for other funding sources.
- v. Requests for litter bins that had been unsuccessful could be directed to alternative funding streams such as the next round of Environmental Improvement Projects.
- vi. Confirmed that the definition of Informal Open Spaces for S106 purposes related to soft landscaping. Public Realm funding might be available for hard surfaces areas.
- vii. Confirmed that the S106 pot was diminishing and that officers were endeavouring to make the most positive contribution with the reduced funds.

Members were disappointed that the £50,000 Informal Open Spaces funding for Chesterton Recreation Ground was being withdrawn. Officer's confirmed that the funding for this project was not time sensitive and suggested deleting this recommendation to allow further consultation work to be completed.

The Committee unanimously resolved to delete recommendation (i)

~~De-allocate £50,000 of informal open space S106 funding for previously prioritised project for a skate park at Chesterton Recreation Ground (see paragraph 3.9);~~

The Committee unanimously resolved to endorse the recommendation (ii):

to allocate S106 funding to the following projects, subject to business case approval (see Section 4 and Appendix A of the Officers report for project details).

The Executive Councillor approved the recommendations.

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

No conflicts of interest were declared by the Executive Councillor.

19/26/PnT Annual Report of 3C Building Control Service & Planning Shared Service 2018/19

Matter for Decision

- i. The report summarised the performance of the 3Cs Building Control Shared Service and the Greater Cambridge Shared Planning Service during 2018/19.
- ii. The principle of producing a single annual report for both the 3Cs and Greater Cambridge (2Cs) shared services was agreed at committee in July 2015.
- iii. The overarching Annual Report for the 3Cs Shared Services, submitted to South Cambridgeshire and Huntingdonshire District Council Committees for scrutiny, includes ICT, Legal and Building Control Shared Services. At the City Council, only the Building Control service falls under the remit of this Committee, and therefore the annual report is extracted from the overarching report and enclosed below.
- iv. Greater Cambridge Shared Services Annual Report covers the Waste, Planning and Internal Audit services, and is submitted to the South Cambridgeshire District Council Committee for scrutiny, but at the City Council only the Planning Shared Service falls under this Committee's remit and therefore the service report had been extracted and was included below.

Decision of Executive Councillor for Planning Policy and Open Spaces

- i. Noted the content of the 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 Head of Building Control.

The Committee made the following comments in response to the report:

- i. Stated that the service could be seen as a success story.
- ii. Welcomed initiatives being investigated to make roles within the service more attractive and to aid staff recruitment and retention.

The Head of Building Control stated the following in response to Members' questions:

- i. The surplus in the budget was the result of improvement in the fee earning stream for this year and resulted in an increase in deferred income.
- ii. Clarified what the Building Control Services Key Performance Indicator's covered. These included the following: national targets, response times, determination targets, customer satisfaction and commercially sensitive targets.

The Committee unanimously resolved to endorse the recommendation.

The Executive Councillor approved the recommendation.

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

No conflicts of interest were declared by the Executive Councillor.

19/27/PnT To Note Record of Urgent Decision

10a Draft Mineral and Waste Plan Consultation Response

The decision was noted.

The meeting ended at 8.40 pm

CHAIR

PLANNING AND TRANSPORT SCRUTINY COMMITTEE

16 July 2019
4.30 - 7.00 pm

Present: Councillors Smart (Chair), Baigent, Bick, Chadwick, Collis, Green, Hipkin, McGerty and Davies

Executive Councillors: Massey (Executive Councillor for Transport and Community Safety) and Thornburrow (Executive Councillor for Planning Policy and Open Spaces)

Officers:

Strategy & Economy Manager - Shared Planning Service: Caroline Hunt

Principal Urban Designer: Jonathan Brookes

Principal Planning Policy Officer: Stuart Morris

Principal Planning Policy Officer: Jonathan Dixon

Committee Manager: Claire Tunnicliffe

FOR THE INFORMATION OF THE COUNCIL

19/28PnT Apologies for Absence

No apologies were received.

19/29PnT Declarations of Interest

No declarations of interest were made.

19/30PnT Public Questions

There were no public questions.

19/31PnT 19/31PnT Making Space for People: Vision, Principles & Strategies - Working towards a Supplementary Planning Document

Matter for Decision

The report referred to the public consultation for the Making Space for People interim consultation for work to inform a future Supplementary Planning Document (SPD). The interim consultation document will be consulted for a

period of six weeks, ensuring the needs and aspirations of communities and stakeholders were understood and taken into account in drafting the Making Space for People SPD.

Decision of Executive Councilor for Planning Policy and Open Spaces and the Executive Councilor for Transport and Community Safety

- i. Agreed the draft Making Space for People: Vision, Principles & Strategies document (Appendix 1 of the Officer's report) for consultation purposes.
- ii. Approved the draft Baseline Report (Appendix 2 of the Officer's report) for consultation purpose as amended.
- iii. Noted the consultation period would take place for six weeks between Monday 2 September and Monday 14 October 2019.
- iv. Approved the Joint Director of Planning and Economic Development was granted delegated authority, in liaison with the Executive Councilor for Planning Policy and Open Spaces, the Executive Councilor for Transport and Community Safety and the Chair and Spokes for the Planning Policy and Transport Scrutiny Committee, to make any editing changes prior to commencement of the consultation period.

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 Principal Urban Designer referring to the Making Space for People project which would lead to the production of a Supplementary Planning Document (SPD). This would provide planning guidance for the streets and public spaces that formed the public realm in Central Cambridge.

The Principal Urban Designer informed the Committee of an amendment to recommendation 2.1.2 of the Officers report which would read as follows (additional text underlined).

The draft Baseline Report attached to this committee report at Appendix 2 for consultation purposes is noted and published as part of the evidence base for the Making Space for People: Vision, Principles & Strategies document

The Committee **unanimously agreed** the amendment.

The Chair welcomed the Executive Councillor for Climate Change, Environment and City Centre to the meeting who made the following comments following the Committee discussion:

- i. A separate review of car parks in the city centre and the Council's office strategy were currently being undertaken.
- ii. Did not believe the Council had ever supported the notion 'the more tourists the better'.
- iii. The Council did not have the power to determine where coaches parked in the city but had worked with the County Council to create a coach strategy.
- iv. The coach strategy outlined plans for coaches to park at the Park and Rides sites (but more coach parking would be required). Spaces at Cambridge Backs would have to be pre-booked, however did not agree that coach parking along the Backs was the most suitable.
- v. Visit Cambridge had been in discussion with other heritage cities regarding the introduction of a tourist tax. Ultimately this would be down to Central Government. A tourist tax would be based on overnight stays in the city.
- vi. The Council and Visit Cambridge had been working hard to reduce the number of day trippers and encourage overnight stays and would continue to do so.
- vii. Disputed the claim that the city centre was 'grubby'.
- viii. A recent Cambridge Improvement District (BID) survey had approximately 80% of responses agreeing that the City was clean or very clean.
- ix. Would enquire with Officers about the possibility of transferring a proportion of County Council's food and drink licenses to the City Council concerning those restaurants in the city offering outside seating.

The Principal Urban Designer said the following in response to Members' questions:

- i. The impact that an increased bus service in Emmanuel and Drummer Street would have on the city centre would be further investigated while

- working with the Greater Cambridge Partnership and as the SPD was further developed.
- ii. Was not in the Council's gift to grant a clean air policy in the city centre but the consultation document made reference to this and how it could be achieved, such as electric vehicles, traffic enforcement and working with outside agencies.
 - iii. Further work would be carried out detailing reliable enforcement mechanisms to underpin motor vehicle access controls.
 - iv. The document references that inclusive design will be paramount to create a City Centre which was accessible, inclusive and safe.
 - v. It was imperative to ensure that disabled users enjoyed the same access to the city centre as all users: the document made reference to inclusivity for all.
 - vi. Recognised there would be a challenge to balance the allocation of spaces for pedestrians, cyclists and public with transport links in and around the city.
 - vii. Would look at how the dispersal of tourists could be encouraged around the city centre.
 - viii. Traffic audits would investigate the flow of traffic into the city centre and parking and how to inspire the use of park and rides services.
 - ix. The SPD would pick up the issue of city centre street furniture, including ideas around management of table and chairs, when considering the reallocation of space; whilst examining the quality of the space for the hierarchy of users.
 - x. The document looked the rebalancing of streets and spaces looking at the streets of the city as spaces and not just movement corridors.
 - xi. Would look at the wording of the document to ensure it was clear that Cambridge was a working city as well as a tourist attraction and home to local residents living in the centre.
 - xii. The document acknowledged the importance of local businesses in the city centre and the contribution they made to the local economy; it was imperative the day to day operational needs to support those businesses were not disrupted.
 - xiii. The SPD would explore delivery strategies in the city such as last mile deliveries and delivery hubs.
 - xiv. The document would focus on the vision and principles while the SPD would concentrate on the more detailed strategies and how they could materialise.
 - xv. Noted the comment regarding overreaching; concepts were being explored early in the process while the SPD would focus on strategies

that would fit within the context of the Greater Cambridge Partnership and the work they were undertaking.

- xvi. With reference to the term 'alternative to car parking', this could mean creating cycle to work schemes, promoting public transport, moving barriers to sustainable movement in the city.
- xvii. Would work on the term 'demand management' to how to achieve a 24% reduction in vehicles in the city referenced in the document.
- xviii. There was a separate project looking at the market place which the document would make reference to.

The Committee **unanimously endorsed** the Officer recommendations with amendments.

The Executive Councillors approved the recommendations as amended.

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

No conflicts of interest were declared by the Executive Councillors

19/32PnT Greater Cambridge Local Plan Inception and Joint Planning & Transport Advisory Group Terms of Reference.

Matter for Decision

To agree the terms of reference for the proposed Joint Planning & Transport Advisory Group.

Decision of Executive Councilor for Planning Policy and Open Spaces

- i. Noted information regarding the inception of the Local Plan.
- ii. Agreed the terms of reference for the proposed Joint Planning & Transport Advisory Group as outlined in Appendix A (amended).
- iii. Agreed that Cambridge City Council representation on the Joint Planning & Transport Advisory Group should comprise two nominations from the Labour group and one from the Liberal Democrat group.

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 Strategy & Economy Manager.

The report referred to the proposed Joint Planning & Transport Advisory Group: a non-decision making joint member group intended to facilitate the development of a shared policy understanding to allow the timely preparation of the new Greater Cambridge Local Plan, coordinated with transport policy.

The Committee was informed of the following amendments to the terms of reference (additional text underlined and deleted text ~~struck through~~).

Joint Local Planning and ~~Transport~~ Advisory Group Draft Terms of Reference

Outline

The Group is non decision-making and will offer a steer at Member level for the development of land use plans, ~~and~~ integrated with transport strategy. It will meet in public. The group will facilitate cooperation between the authorities and better decision making through the relevant processes.

The Group will report its recommendations to the respective Local Planning Authorities, for decision-making to be completed through each Council's existing democratic processes.

Purpose

The group will provide efficient and effective coordination of spatial planning ~~including land use and integrated transport strategy~~ for the Cambridge City and South Cambridgeshire districts.

The group will provide opportunity for three-way discussion on other strategic and cross-boundary issues, at the discretion of the Chair in discussion with Vice Chairs.

The group will provide high level oversight of the Greater Cambridge growth strategy. There will be liaison with bordering authorities when appropriate.

Outcomes

The outcomes from the group will be:

(a) to ~~ensure~~ facilitate a shared policy position that will allow the timely development of the new Greater Cambridge Local Plan, coordinated/integrated with transport policy; and

(b) to ~~ensure~~ facilitate a shared policy position that will allow the timely development of other key planning policy ~~and transport~~ documents within the Greater Cambridge area.

Membership

The group will consist of three Members from each of Cambridge City Council, South Cambridgeshire District Council, and one from Cambridgeshire County Council. The membership of the group will be determined by each authority.

Each authority should also nominate substitutes should the core participants not be able to attend particular meetings.

Frequency of meetings

Every two months or as necessary, hosted on a rotating basis.

Secretariat

The secretariat for the group will be provided by either Cambridge City Council or SCDC South Cambridgeshire District Council. The Chairman and Vice-Chairman will be from Cambridge City Council and South Cambridgeshire District Council and will alternate annually.

Chairmanship and vice chairmanship will be determined each year on the anniversary of the first meeting.

Winding Up of the Group

The Group will be wound up by any one of the following means:

(a) ~~(i)~~ five years from today's date; ~~or~~

~~(ii)~~ adoption of the Greater Cambridge Local Plan by the authorities, with no other Development Plan Documents still in preparation;

~~(c)~~ on withdrawal from the Advisory Group ~~of~~ by one of Cambridge City Council or South Cambridgeshire District Council; or

~~(d)~~ on a simple majority vote by Members of the Advisory Group.

The Committee **unanimously agreed** the amendments.

In response to Members questions the Strategy & Economy Manager said the following:

- i. Would look at the wording of the winding up of the group.
- ii. Advice had been taken on the political proportionality from both of the democratic services teams.
- iii. The make-up of the JLPAG was comparable to the Joint Strategic Transport and Spatial Planning Group (expired) in preparation of the last separate but aligned Local Plan and Area Action Plans; both local authorities had rejected the suggestion of a statutory joint committee.
- iv. Officers had found the previous JSTSPG to be very useful as there was a close relationship between the historical city of Cambridge (Cambridge City Council) and the surrounding area (South Cambridgeshire District Council).
- v. The JLPAG was intended to provide an opportunity for both councils to meet in advance of their formal decision making meeting; members could identify issues which affected each local authority, and suggest a way forward before their relevant decision making meeting. This should allow a resolution in the decision making meeting and reduce the need for decisions to be taken away outside of the meeting under delegated authority.
- vi. The first stage of the new Greater Cambridge Local Plan would be for members to look at a draft issues and options document. If the document was brought to each local authority separately it would be only natural to heavily focus on their relevant geographical areas; the JLPAG would allow the documents to be looked at holistically as a whole.
- vii. The JLPAG would vote on a recommendation which would be taken to each local authority's decision making meeting; JLPAG representatives would be present with the benefit of knowing what the other council's view were.
- viii. It was the gift of both local authorities to determine if representatives from the County Council should sit on the advisory group.
- ix. It was the task of the officers to undertake the technical work and development of documents. It was not unusual to have a high-level officer group assisting those officers working on these documents.
- x. A joint high-level officer group comprising representatives of both councils, Greater Cambridge Partnership, Cambridgeshire County Council and the Combined Authority had been set up and would meet on a monthly basis to help steer the development of the forthcoming Local Plan. Ultimately it is Members who make the decisions.

The Committee endorsed the Officer recommendations with amendments by **8 votes to 0**.

The Executive Councillor approved the recommendations as amended.

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

No conflicts of interest were declared by the Executive Councillor.

** Committee Managers Note: There has been a minor amendment to the JLPAG terms of reference as recommended by the South Cambridgeshire District Council Portfolio Holder and agreed by the Executive Councillor for Planning Policy & Open Spaces on 13 August 2019.*

The change can be seen under the title Purpose of the attached document: last paragraph/sentence: There will be liaison with bordering authorities when appropriate. The word bordering to be changed to "neighbouring authorities and other relevant bodies".

19/33PnT Local Transport Plan 2019 – Consultation Response

Matter for Decision

The purpose of the report was to inform Cambridge City Council's response to the Cambridgeshire Peterborough Combined Authority Draft Local Transport Plan consultation.

Decision of Executive Councilor for Transport and Community Safety.

- i. Noted the initial response to the Local Transport Plan consultation as set out in appendix 1 of the Officer's report.
- ii. Agreed the wording of a final joint response and/or any individual response through an out of cycle decision, in consultation with Chair and Spokes

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 Principal Planning Policy Officer.

The report referred to the Devolution Deal of 2017 which gave the Combined Authority (CPCA) the role of the Local Transport Authority from Cambridgeshire County Council. One of the key responsibilities of the Local Transport Authority was the development of a new Local Transport Plan (LTP), to set out plans and strategies for maintaining and improving all aspects of the local transport system.

The Principal Planning Policy Officer said the following in response to Members' questions:

- i. Noted the comment regarding the need for a mid or even short term strategy to reduce traffic within the city and improve transport links which should not be ignored when considering the long term local transport plan.
- ii. Acknowledged a new dual-carriageway standard route, from Cambridge to Chatteris, March and Wisbech would encourage investment in north Cambridgeshire, and share the benefits of the success of the Greater Cambridge area. However this was not a priority project but there were plans for the fenland area to improve rail links, including Wisbech station.
- iii. The issue of maintenance had been picked up in the plan under policy theme 19.
- iv. Policy theme 18 of the plan proposed to identify a key local road network, identified parts of the network which should be prioritised for management and maintenance. This policy would also address measures to reduce number of vehicles, picking up on issues addressed in other policy themes.
- v. Reference to social context and issues had been referenced throughout the document such as affordable travel for all.
- vi. Discussion of the Dutch-type segregated walking and cycling infrastructure was to give an idea of what could be achieved but did not mean that this was the preferred choice.

The Committee **unanimously endorsed** the Officer recommendations

The Executive Councillor approved the recommendations.

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

No conflicts of interest were declared by the Executive Councillor.

19/34PnT A428 Black Cat to Caxton Gibbet Preferred Route consultation

Matter for Decision

The purpose of the report was to inform Cambridge City Council's response to the current A428 Black Cat to Caxton Gibbet Detailed Alignment consultation, by setting out response points to inform discussion and agreement of key issues to inform a full response being agreed by the Executive Councillor in an out of cycle decision in consultation with Chair and Spokes and submitted ahead of the consultation deadline.

Decision of Executive Councilor for Transport and Community Safety.

- i. Noted the key response points to the A428 Black Cat to Caxton Gibbet Preferred Route consultation.
- ii. Agreed the wording of a final joint response and/or any individual response published through an out of cycle decision, in consultation with Chair and Spokes.

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 Principal Planning Policy Officer.

The report set out key response points for discussion, to be refined following the meeting. Discussion with South Cambridgeshire District Council suggests that there is potential to include Cambridge's comments within a joint response, potentially also with other partners.

In response to Member's comments and questions the Principal Planning Policy Officer said the following:

- i. The preferred choice for the Oxford to Cambridge arc would go either via Cambourne or Bassingbourn entering Cambridge via the south.
- ii. The draft response would expand on the different projects undertaken by the Greater Cambridge Partnership schemes and the impact on the city acknowledged.

Following a general discussion the Committee noted the critical importance of the A428 being considered as part of a coherently planned local and regional transport network, that of necessity should interact and integrate with capacity being provided elsewhere.

The Committee **unanimously endorsed** the Officer recommendations

The Executive Councillor approved the recommendations.

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 7.00 pm

CHAIR

CAMBRIDGE CITY COUNCIL

Record of Executive Decision

GREATER CAMBRIDGE HOUSING TRAJECTORY AND FIVE YEAR HOUSING LAND SUPPLY

Decision of:	Councillor Thornburrow , Executive Councillor for Planning Policy and Open Spaces
Reference:	19/URGENCY/P&T/8
Date of decision:	6 September 2019 Recorded on: 12/09/19
Decision Type:	Non Key
Matter for Decision:	<ol style="list-style-type: none"> 1. To agree for the Greater Cambridge Housing Trajectory and Five Year Housing Land Supply – Main Document and Annex to be published on the Council’s website and subject to public consultation for 4 weeks from 16 September to 14 October 2019. The Greater Cambridge housing trajectory and five year housing land supply calculations have been prepared jointly with South Cambridgeshire District Council. 2. To agree a Statement of Common Ground with South Cambridgeshire District Council on the Housing Delivery Test, that will be published as an Appendix to the Housing Delivery Test Action Plan for South Cambridgeshire.
Why the decision had to be made (and any alternative options):	In January 2019, the Executive Councillor for Planning Policy and Transport agreed that the Greater Cambridge housing trajectory and five year supply calculations would be agreed by the Executive Member for Planning Policy at Cambridge City Council via a decision outside of a meeting (together with the Cabinet Member for Planning at South Cambridgeshire Council).
The Executive Councillor’s decision(s):	<p>That the Executive Councillor for Planning Policy and Open Spaces agrees:</p> <ol style="list-style-type: none"> a. to the publication of, and consultation on, the Greater Cambridge Housing Trajectory and Five Year Housing Land Supply – Main Document and Annex; b. that the five year housing land supply calculation of 5.3 years for 2019-2024 should be used when making planning decisions from 16 September 2019; and c. to the Statement of Common Ground with South Cambridgeshire District Council on the Housing Delivery Test, that will be published as an Appendix to the Housing Delivery Test Action Plan for South Cambridgeshire.
Reasons for the decision:	The Greater Cambridge housing trajectory is used by the Councils to calculate their five year housing land supply and to demonstrate that anticipated housing delivery will meet or exceed the housing requirements set out in their Local Plans. The two Councils have an established five year housing land supply until 31 October, as a result of the adoption of the Local Plans in autumn 2018. Ahead of 1 November when the Councils five year housing land supply will no longer be established, the Councils have reviewed and updated their housing trajectory and five year

housing land supply calculations, which will be used when making decisions from 16 September 2019, and will also be subject to public consultation as required by national planning policy and guidance for Annual Position Statements.

The adopted Local Plan establishes a five year housing land supply until 31 October under national planning policy. A new trajectory is required to establish the five year supply position from that date for the purposes of making planning decisions. In addition, South Cambridgeshire District Council has three planning appeals where the appellants are challenging the Councils' five year housing land supply and / or the implications of the Housing Delivery Test results. South Cambridgeshire District Council's statement of case for one of these appeals must be submitted by 17 September 2019, and there are hearings scheduled for autumn 2019. If the Councils' updated Greater Cambridge housing trajectory and five year housing land supply calculations are not published before the 17 September, South Cambridgeshire District Council would need to submit its statement of case based on the previously published housing trajectory and five year supply calculations (from November 2017) which were prepared based on the previous definition of a deliverable site, and the Councils are already aware from the appellants' statements of case that the assumptions made by the Councils' previously on the deliverability of sites will be challenged through these appeals. By publishing the updated Greater Cambridge housing trajectory and five year supply calculations on 16 September, the Councils will be able to use the most up-to-date information for these appeals.

As a result of the publication of the Housing Delivery Test results in February 2019, South Cambridgeshire District Council is required to publish a Housing Delivery Test Action Plan. As part of the Action Plan, the Councils have agreed a Statement of Common Ground on the Housing Delivery Test.

Scrutiny consideration:

The Chair and Spokesperson of Planning and Transport Scrutiny Committee were consulted prior to the action being authorised.

Report:

The Greater Cambridge Housing Trajectory and Five Year Housing Land Supply – Main Document and Annex are attached.

The Housing Delivery Test Action Plan for South Cambridgeshire, including the Statement of Common Ground, is attached.

Conflicts of interest:

None known.

Comments:

No adverse comments were made by the Chair and Spokes within the five day consultation window.

Non Key CAMBRIDGE CITY COUNCIL

Record of Executive Decision

A428 BLACK CAT TO CAXTON GIBBET DETAILED DESIGN CONSULTATION RESPONSE

Decision of: **Councillor Massey.** Executive Councillor for Transport and Community Safety

Reference: 19/URGENCY/P&T/7

Date of decision: 19/07/19 **Published on:** 26/07/19

Decision Type: Non Key

Matter for Decision: To ensure that the Council responds within the consultation period, the Executive Member is now seeking to finalise the attached joint response with respect to those paragraphs which relate to Cambridge City Council outside of the committee cycle.

Why the decision had to be made (and any alternative options): The A428 does not pass through Cambridge; however the scheme has potential transport impacts on the city. Highways England has identified the Council as a relevant local authority, and has asked it to comment on the scheme as part of the public consultation process.

The Executive Councillor's decision(s): To support the principle of the A428 Black Cat to Caxton Gibbet improvements subject to the relevant points raised in the joint response.

Reasons for the decision: As set out in the briefing paper from the Senior Planning Policy Officer

Scrutiny consideration: The summary points were discussed at the Planning & Transport Scrutiny Committee 16 July 2019. The Chair and Spokespersons of Transport and Community Safety Scrutiny Committee were consulted prior to the action being authorised.

Report: A report detailing the joint response is attached.

Conflicts of interest: None known

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A428 BLACK CAT TO CAXTON GIBBET DETAILED DESIGN CONSULTATION RESPONSE – COVERING NOTE

Dear Cllrs,

The A428 Black Cat to Caxton Gibbet Detailed Alignment consultation was discussed at the Planning & Transport Scrutiny Committee 16 July 2019. It was agreed that the wording of the joint response would be published through an out of cycle decision, in consultation with Chair and Spokes.

The draft joint response is attached, the paragraphs that have a particular bearing on Cambridge are as follows:

- 'Summary of key issues', including paragraphs 4-6;
- Paragraphs 16 – 21 and 31 - 38.

Please note, there are some other sections that relate to Cambridge that are still awaiting comments from the County Council and I hope to circulate these to you on Monday next week.

Although Councillors have five days to respond, I would appreciate your response by Wednesday 24th July, if not earlier to allow officers to process any amendments from partner authorities. The deadline for submitting consultation responses is Sunday 28th July.

Kind regards
Bruce

Bruce Waller | Senior Planning Policy Officer



GREATER CAMBRIDGE
SHARED PLANNING

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Greater Cambridge Shared Planning: a strategic partnership between Cambridge City and South Cambridgeshire District Councils

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**Appendix A: Draft response to Highways England’s consultation on the A428
Black Cat to Caxton Gibbet proposals**

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Introduction

1. This document represents the response of the following Local Authority partners to Highways England's A428 Black Cat to Caxton Gibbet proposals.
 - Greater Cambridge Partnership
 - Cambridge City Council
 - Cambridgeshire County Council
 - Huntingdonshire District Council
 - South Cambridgeshire District Council
2. The response details the issues identified by the Authorities that need to be addressed by Highways England as it takes the A428 project forward, based on the consideration of information published in the consultation. The response includes a high level summary of key thematic issues, followed by greater detail on a range of topics and site specific issues.
3. The following abbreviations are used throughout the response.

The Authorities: The Greater Cambridge Partnership, Cambridgeshire County Council, Huntingdonshire District Council, South Cambridgeshire District Council and Cambridge City Council

CCC:	Cambridgeshire County Council
CPCA:	Cambridgeshire and Peterborough Combined Authority
DCO:	Development Consent Order
GCP:	Greater Cambridge Partnership
HDC:	Huntingdonshire District Council
HE:	Highways England
NMU:	Non-Motorised Users
PEIR:	Preliminary Environmental Information Report
PROW:	Public Rights of Way
SCDC:	South Cambridgeshire District Council
SRN / MRN:	Strategic Road Network / Main Road Network
SuDS:	Sustainable Drainage Systems
vpd:	Vehicles per Day

Summary of key issues

Firstly, the Authorities wish to restate their continued support for the proposals in principle, subject to the following points below. Our conditional support is on the basis that the proposals will, along with other interventions, provide transport capacity to support the significant levels of growth planned across the Local Authority partners' areas as noted in paragraph 1.

Points of Principle

4. We wish to emphasise the critical importance of the A428 being considered as part of a coherently planned local and regional transport network, that of necessity should interact and integrate with capacity being provided elsewhere. This includes:
 - The A1 East of England Study improvements
 - The East West Rail Central Section between the Bedford area and Cambridge,
 - The Greater Cambridge Partnership's programme in the Cambridge area, and
 - The Cambridgeshire and Peterborough Combined Authority and Greater Cambridge Partnership's Cambridge Autonomous Metro proposals.
5. While this represents a significant opportunity, if there is not integration between these schemes and programmes, the net result of the additional highway capacity that is planned may ultimately be counterproductive, as it feeds additional traffic into areas that cannot cope with it, exacerbating congestion in those areas and negating the nominal benefits of the A428 scheme.
6. Given the above, and in the light of clear commitments to achieve net zero carbon by 2050 by both national government and local partners, and concerns by the authorities about traffic impacts on local communities, we seek clarification of the transport impacts of this scheme (especially given the lack of detail provided on page 56 of the consultation booklet).
7. Separate to the transport impacts, the Authorities seek confirmation that the project will achieve a quantified biodiversity net gain. Government has a clearly stated ambition for net gain as set out in its 25 Year Environment Plan; a goal restated for the Oxford-Cambridge 'the Oxford-Cambridge Arc Government ambition and joint declaration between Government and local partners'. The goal of net biodiversity gain is a clear priority shared by the Authorities. It is therefore disappointing that Highway's England is only expecting to "maintain existing levels of biodiversity" (consultation booklet, page 63, column 2) as part of the scheme. This conflicts with the National Planning Policy Framework that seeks development to deliver a measurable biodiversity net gain. The A428 scheme should be an exemplar with a commitment by Highways England to achieve significant biodiversity net gain (minimum of 20% utilising a suitable appropriate Biodiversity Net Gain metric). Opportunities to provide landscape mitigations including infilling with trees between new road, old road and villages should be given significant consideration for the A428 scheme to achieve a net biodiversity gain.

8. Further to the above, it is important there is collaboration between this project and others within the area and that it should fit into the work on Oxford-Cambridge Arc Local Natural Capital Plan, which looks at the growth agenda across the region.

Design, impacts and mitigation

9. Beyond the principle of the project, we wish to note that at this stage in the process there are many areas where there is further detail required to enable a full assessment of the impacts of the project and any necessary mitigation, and there are areas where the Authorities will reserve their position, particularly on the mitigation measures that may be needed. We look forward to working with Highways England to consider these issues and to agree as much as possible prior to submission of the application for a Development Consent Order.
10. Particular points to note include:
 - In relation to local partners' net zero carbon ambitions, there is a need for the project to maximise support for Non-Motorised User (NMU) modes between St Neots and Cambourne. Clarification on the approach to this is requested, as the proposal does not include a segregated NMU provision along the route.
 - Clarification of the proposed approach to air quality, noise and vibration monitoring and enforcement before, during and after construction.
 - Clarification in relation to the environmental and social impacts of the proposed scheme, including the need to ensure the red line boundary (the defined extent of the development consent application) includes sufficient land to mitigate the scheme from a landscape and biodiversity net gain perspective. Experience with the A14 Cambridge to Huntingdon scheme has shown that a tightly drawn red line for the application can leave very little scope for this. The Authorities are concerned to ensure that this mistake is not repeated with the A428 project.

Construction

11. The authorities wish to highlight the following headline concerns regarding construction of the scheme:
 - In terms of sourcing materials (for example from reuse of materials and/or sourcing from local borrow pits), there are no areas identified for borrow pits. More detail is required on both the location of any borrow pits and their landscaping once the scheme is finished.
 - Careful consideration is needed for the location of any site compounds and materials storage sites, in order to minimise any impacts on local communities. Any potential impacts on communities will need to be properly mitigated.
 - How and where the accommodation of road crews is provided during the build programme is not clear. Insufficient provision was made during the A14 construction which led to illegal encampments in Huntingdonshire.

- How will local communities be engaged and kept informed during the delivery of the scheme? The Authorities are keen to avoid the experience of the A14 Development Consent Order and construction which has been that it has generated a significant number of complaints from residents impacted by the construction.

Legacy

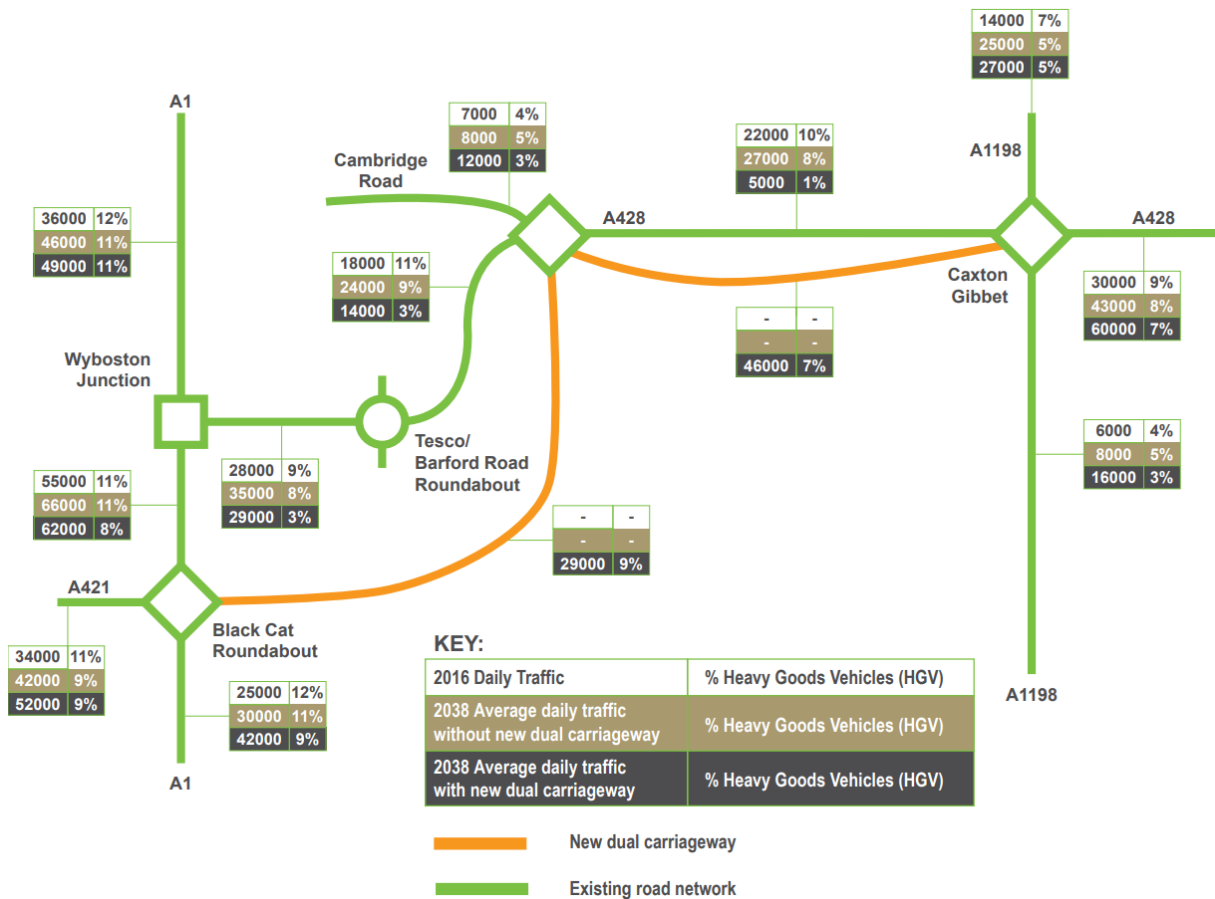
12. The Authorities would welcome the establishment of a Legacy Fund by Highways England to allow issues that emerge after the DCO process to be addressed by Highways England in discussion with the Authorities and local communities impacted by the scheme and the construction activities.
13. The proposed scheme should maximise Legacy opportunities including those associated with local communities. Further clarification on potential Legacy opportunities for local communities, similar to those provided by the A14 improvement scheme, should be provided. It would be hoped that non-highway legacy projects, such as drainage improvements in local settlements, projects from the Cambridgeshire Green Infrastructure Strategy and those supporting achievement of biodiversity net gain, have greater consideration in light of the impact on local communities. Legacy projects and their potential implementation need to be considered from an early stage with partners.

Ongoing work with Highways England through the scheme development and delivery programme

14. The Authorities look forward to working with Highways England to answer the questions raised above and ensure that the applications for a Development Consent Order addresses local concerns and can be supported by the Authorities in detail as well as in principle.
15. In particular, the commitment by Highways England to enter into a Planning Performance Agreement with Cambridgeshire County Council is welcome. However, to ensure that Huntingdonshire and South Cambridgeshire District Councils can contribute effectively to the A428 project, the Authorities wish to see the same commitment to a PPA between Highways England and Huntingdonshire and South Cambridgeshire District Councils – this ideally would be in collaboration with CCC as one PPA.

Traffic Impacts

16. The consultation booklet quantifies the impacts of the scheme on the A428 and a small number of directly connected roads as shown in the figure below from page 56 of the consultation booklet.



Transport modelling

17. We understand that the future traffic figures shown in the diagram above are from initial strategic modelling undertaken some time ago. Scheme modelling using a transport model validated for the detailed assessment of the A428 project had yet to be completed at the time the consultation commenced, and is still ongoing.
18. This modelling will be needed for the DCO submission. It is the detailed consideration of this modelling that will allow the Authorities to assess whether the scheme is meeting national and local objectives, and whether there are impacts of the scheme or residual issues that the scheme does not address that require mitigation.
19. The following paragraphs set out areas where further information is needed in order for the Authorities to fully assess the schemes transport impacts. This includes
- Impacts on the local transport network managed by Cambridgeshire County Council;

- Impacts on communities that the network serves; and
 - Impacts on a range of environmental issues associated with traffic, including, noise and air quality.
20. Transport modelling outputs will also inform the assessment of the impact of the scheme on CO₂ emissions and climate change.
21. The diagram under paragraph 6 shows the current A428 between St Neots and Caxton Gibbet taking 27,000 vehicles per day in 2038 in a ‘without scheme’ scenario, and the old and new roads taking a combined 51,000 vehicles per day in a ‘with scheme’ scenario. The material presented does not quantify how this increase in traffic flows is derived, although it does state that a significant amount of traffic will transfer to the new dual carriageway from the existing A428 and other routes. The Authorities wish to understand in detail how much of this increase:
- Is due to future local housing / economic growth?
 - Is due to assumed background growth?
 - Is due to re-routing traffic
 - from strategic longer distance traffic (for example HCV traffic re-routing away from M4, M25 and A12 to the A421, A428 and A14 for trips to Felixstowe and Harwich)?
 - from local A Roads
 - that was previously rat-running on local (B Road or lower) routes?
 - Is due to suppressed demand in Bedford, Central Bedfordshire, Huntingdonshire, South Cambridgeshire and Cambridge?
 - Is abstracted from the local bus network?
 - Might otherwise be catered for by East West Rail?

Impacts on local roads and rat-running traffic through villages

22. The proposals have potential to reduce rat-running on local roads, and the text on page 57 of the consultation booklet specifically references the opportunity for traffic to reroute from the A505 and A603. The County Council would note that the A505 (and A10 for some onward trips to Cambridge) while not optimal in terms of route for some journeys, are MRN routes and their difference in route status from the A428 as part of the SRN is largely artificial. Their use should not be characterised as rat-running. Similarly, the A603 is a busy A Road, and its use does not generally constitute rat-running.
23. In both of these cases, the re-routing of traffic from these routes may be beneficial overall, but in terms of concern over rat-running, it is the more local routes between the B1462 / A603 and the A428 and between the A14 and the A428 that see most rat-running as a result of congestion on the A428. The Authorities would welcome quantification of the impact of the project on traffic flows in the following areas:
- the B1042 and A603 between Sandy and Cambridge
 - the B1046 between St Neots and the A603
 - in villages in the area between the A428 and the B1042 / A603
 - in villages in the area between the A428 and the new A14(M) / new A1307

24. The Authorities will wish to consider the information on traffic flows in these areas with and without the scheme to inform any consideration of mitigation needed in villages affected by the scheme. These potential impacts will need to be considered during both the Construction Phase and Operational Phase. Rat-running was a common occurrence during the construction phase of the A14, therefore specific traffic flows through villages during the Construction phase need to be given detailed consideration to ensure this problem is not repeated during the A428 construction phase.
25. However, we would note that if the scheme is successful in its stated aims, there should not be a significant need for traffic calming to manage traffic flows in the villages. The Authorities would therefore like to see a 'monitor and manage' approach taken to the traffic impacts of the scheme on villages, with a firm commitment to introduce mitigation measures should the scheme fail to deliver expected reductions in traffic levels, or if other problems occur.

Impacts on St Neots and Little Paxton

26. Other than the quantification of traffic flows on Cambridge Road, St Neots, and on the old A428, the information presented does not provide any information on how the scheme will impact upon traffic flows in St Neots.
27. The old A428 between Great North Road and Barford Road is shown as taking 29,000 vpd in the 2038 'with scheme' scenario, which is 1,000 vpd more than 2016 traffic flows on the road, and only 6,000 vpd less than the 'without scheme' scenario. For the 'with scheme' scenario, this implies a very significant re-routing of traffic from within St Neots, or a very significant degree of induced traffic, or both.
28. The Authorities would therefore welcome quantification of the impacts of the scheme on traffic flows on the following routes in St Neots:
 - B1041 Mill Lane, Little Paxton
 - B1043 Huntingdon Road north of Priory Hill Road
 - B1428 Cambridge Road at railway bridge
 - B1046 Potton Road at bridge over railway
 - B1043 Barford Road north of its junction with the old A428
 - B1428 Great North Road north of its junction with the old A428
 - Bushmead Road at bridge over A1
 - Duloe Road at A1 bridge
 - B1048 Crosshall Road east of its junction with Great North Road
 - Great North Road south of its junction with A1 slip roads
 - B1428 St Neots Road at the town bridge over the River Great Ouse

Impacts on Cambridge, and interaction with the Greater Cambridge Partnership's transport programme

29. To be added

Impacts on and opportunities from East West Rail

30. To be added

Impacts on the SRN, MRN and other A roads

31. A further significant issue for the Authorities is understanding how the scheme will impact on SRN and MRN routes beyond the immediate vicinity of the scheme, many of which are already operating at or over their nominal capacity and suffer from significant levels of congestion. In this context, the Authorities wish to understand how the scheme will impact on:
- the A14 Cambridge Northern Bypass
 - the A14 between Cambridge and Newmarket
 - the A1303 between the A428 and the M11
 - the M11
 - the new A14(M) between Huntingdon and Cambridge
 - new A1307 (old A14) between Huntingdon and Cambridge
 - the B1042 and A603 between Sandy and Cambridge
 - the A10 between Royston and Cambridge
 - the A1309 north of the M11
 - the A505 between the A1(M) and the A11
 - the A1198 between Huntingdon and Royston
32. The data presented in the figure under paragraph 6 shows a doubling in traffic on the A1198 to the south of the Caxton Gibbet junction in 2038 from 8,000 vpd in the 'without scheme' scenario to 16,000 vpd in the 'with scheme' scenario. Where is this additional traffic coming from and going to? Will this result in exacerbated levels of congestion at the junction between the A505 and the A1198 north of Royston?
33. The very high traffic flows shown on the A1198 to the north of the Caxton Gibbet junction in 2038 are also a major concern, as this road is not of a standard that will cope with flows of 25,000 or more vpd. In this context we need to understand the impact of the A428 scheme on the A1198 in Godmanchester and around Papworth Everard and whether the figures presented indicate capacity issues on the old A14 (new A1307) between Huntingdon and the new A14(M) at Fenstanton that are leading to the diversion of trips that would more appropriately be on the new A14(M) using the A1198 and A428 instead.
34. We would also note that in the 'with scheme' scenario, the current dual carriageway section of the A428 east of Caxton Gibbet is shown to take 60,000 vpd in 2038. These flows are significantly above the nominal design capacity of the route, and presumably do not take into account traffic that will join the route between Caxton Gibbet and Cambridge from Cambourne and the Bourn Airfield development.

Summary of modelling and traffic concerns

35. The Authorities support the A428 Black Cat to Caxton Gibbet scheme as part of the solution to the provision of new transport capacity to support growth and address the critical housing cost issues in the Greater Cambridge area. However, while we

appreciate that modelling of the scheme is ongoing, the information on traffic flows presented in the consultation booklet raise many more questions than answers, and lead to very significant concerns that the local road network may suffer major adverse impacts as a result of the A428 scheme.

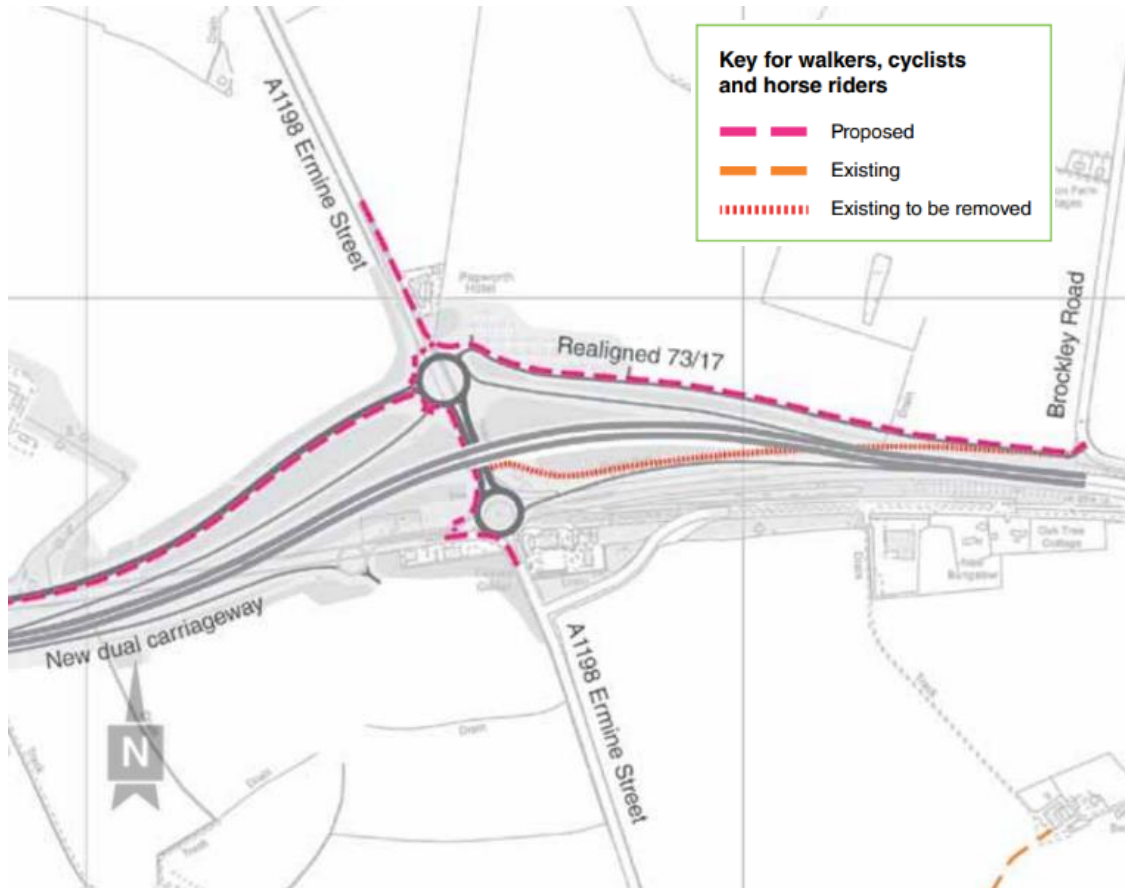
36. This in turn leads to concerns that the intervention proposed on the A428 has not yet been robustly considered in terms of the transport patterns that are needed in the Greater Cambridge area, and that are being planned for at a local and national level through the transport programmes of the GCP and CPCA, and by East West Rail. With the levels of growth that are planned, travel patterns need to change if we are to avoid major impacts for users and for the environment, and to provide residents, workers and visitors with reliable and efficient alternative transport options into and within what will otherwise be increasingly congested urban areas.
37. This need does not appear to be reflected in the model outputs that are reported in the consultation booklet. The Authorities do not wish to see a situation where improvements on one part of the SRN / MRN release capacity that then results in additional congestion and delay on other parts of those networks or elsewhere on the local transport network, negating the benefits that are sought from the project.
38. While it is possible that the revised and updated modelling will resolve some of these concerns, the information presented highlights the critical need to see changes in travel behaviour for trips if the local and strategic road networks are not to see increasingly damaging levels of congestion and delay, to the detriment of users and the environment. The A428 project needs to be framed in this context and should look to feed traffic into the public transport network to ensure that it does not lead to negative impacts elsewhere on the strategic road network, and in Cambridge, St Neots and other settlements served by and impacted by the route.

Direct impacts on the transport network managed by Cambridgeshire County Council

Caxton Gibbet area

39. While the consultation material provides details of daily traffic flows on the new A428, old A428 and the A1198 as they approach Caxton Gibbet, a detailed assessment of the proposed junction layout will require detail of all turning movements and a detailed breakdown of traffic flows by time of day. The County Council is not therefore in a position to comment on the appropriateness of the proposed junction arrangements to cater for the traffic flows shown at this time.
40. As noted in paragraph 25 above, we also need to establish the reason for the very significant increase in traffic on the A1198 in the 2038 with and without scheme scenarios.
41. With reference to the traffic information that has been provided, the County Council has significant concerns relating to the provision for pedestrians, cyclists and horse riders at Caxton Gibbet shown on page 43 of the consultation booklet and reproduced below.

42. The 'with scheme' scenario shows the A1198 taking 27,000 vpd to the north of Caxton Gibbet in 2038, compared to 14,000 vpd that used the route in 2016. The proposals show the cycle route from Cambourne to Eltisley crossing this link, and the cycle route south towards Caxton also crosses the two west facing A428 slip roads at grade.



43. To the south of Caxton Gibbet, flows on the A1198 in the 'with scheme' scenario rise from 6,000 vpd in 2016 to 16,000 vpd in 2038.
44. The provision of pedestrian and cycle facilities linking Cambourne with Papworth Everard, Eltisley and Croxton through this area needs to be fundamentally rethought in this context. At grade pedestrian and cycle crossings of high speed routes taking the volumes of traffic on the A1198 noted above are not acceptable. Detail on traffic flows on the slip roads will also need to be considered in detail, as there is an established north south demand from NMU between Caxton and Papworth Everard that needs to be safely provided for.

Eltisley area

45. The consultation material does not provide details of residual traffic flows on the B1040 in the Eltisley area so it is not possible at this time to comment in detail on the new local road and junction arrangements shown at this time

St Neots area

46. The lack of detail provided on traffic flows in the St Neots area other than for the old A428 and Cambridge Road (as noted in paragraphs 19 to 21 above) means that it is

not possible at this stage to provide comments in detail on the impacts of the proposals in St Neots.

47. The County Council will require detailed traffic information quantifying all future movements at the proposed Cambridge Road junction with the new A428 in order to assess the appropriateness of the proposed junction arrangements and pedestrian and cycle infrastructure.

Strategic provision for Non-Motorised Users

48. Important opportunity to create a St Neots to Cambridge route. The Cambourne to Cambridge scheme will have a cycle route alongside, so for this scheme it's really a Cambourne to St Neots route that ought to be delivered. Opportunities to provide cycling links on to Huntingdon and St Ives should be considered following detailed analysis of traffic forecasts to assess local mitigation requirements and NMU facilities.
49. Important to see some sort of Legacy Fund associated with this scheme, as per the A14, some of which could be used for cycling projects in Huntingdonshire and South Cambridgeshire.

Local road and PROW crossings of the new A428

50. The Key Features list confirms that many of the major impacts will be in the area south of St Neots where works for Black Cat roundabout, bridges over the River Great Ouse and the ECML, plus several other smaller scale bridges and new local roads will result in significant adverse landscape and visual impacts during construction and beyond.
51. Although many of these works will be visible from viewpoints in Huntingdonshire, they will not have the level of impact that will be experienced locally.
52. Works relevant to HDC are the major new junctions at B1428 Cambridge Road [east of Loves Farm, and north east of Wintringham Park], and some new smaller bridges over the new road. The section of dualled A428 will run through Abbotsley parish, then along the southern fringes of Toseland and Yelling parishes. The new junction near Eltisley is just south of the district boundary.
53. Existing PROWs will be severed by the new road – some of these are proposed to be re-connected by bridges or underpasses involving only minor realignment, whilst others will be diverted to link to bridges and involve a more circuitous new route.
54. Further PROW comments awaited.
55. It is important to maintain and improve safety whilst ensuring that links between business and communities are improved.
56. The new arrangements east of Wintringham to produce a circular walk and safe links over and under the new road are welcomed.

57. Note detailed comments on 1km or 5km threshold are provided under Public Health Impacts (paragraphs 166-171).
58. A cycle route from Cambourne to St Neots as part of the scheme – off road/ segregated is requested,
59. There is a significant risk that the new road will be a barrier for many walking and cycling trips, or will add significant distance to many trips. The most important links in this are Papworth to Cambourne and villages south of St Neots into St Neots an onwards north west and also across by Toseland and Yelling. In terms of cycle facilities, the Authorities wish to ensure that facilities are provided for:
- Wintringham via St Neots train station & Mill Lane Bridge over River Ouse continuing North West to Paxton Pits Nature Reserve
 - Papworth Everard to Cambourne
 - Croxton / Eltisley to Cambourne
 - Croxton / Eltisley to Papworth Everard

Standard of new local roads and de-trunked road to be passed to the County Council

60. To follow

Standard of Non-Motorised User facilities

61. Important that HE comply with their own guidance document which is quite recent – Interim Advice Note 1/95 ‘Cycle Traffic and the Strategic Road Network’ which sets out widths for shared use paths, widths for traffic islands that cyclists use etc.

Black Cat junction

62. While the Black Cat junction is in Bedford Borough, we may want to comment, or to support BBC’s comments.

Environmental impacts

Flood Risk

63. After reviewing the potential impact of the A428 Road Upgrade on flood risk and drainage, it is clear that the new road may potentially cross over 20 watercourses and a number of areas at risk to flooding.
64. Whilst we have no objection to the proposed scheme, we would like to highlight the following:
- Any alterations to ordinary watercourses that aren’t located within an Internal Drainage Board area will require consent from the Lead Local Flood Authority (LLFA) under the Land Drainage Act 1991.
 - In areas with known existing flood risk, measures should be implemented wherever possible to reduce the risk to existing communities. This could include incorporating Sustainable Drainage Systems (SuDS) into the development.
 - Floodplain compensation may be required on some ordinary watercourses. As

outlined in the report, this will need to be agreed with the LLFA and will need to be on a level for level and volume for volume basis.

- As with other Highways England road schemes, we would expect drainage from the new road to be limited to greenfield runoff rates through the use of SuDS features.
- The latest climate change allowances will need to be applied to the design of the drainage network for the road.

65. Sections of the proposed road upgrade which are likely to be at particular risk to flooding and drainage are detailed in the maps below.

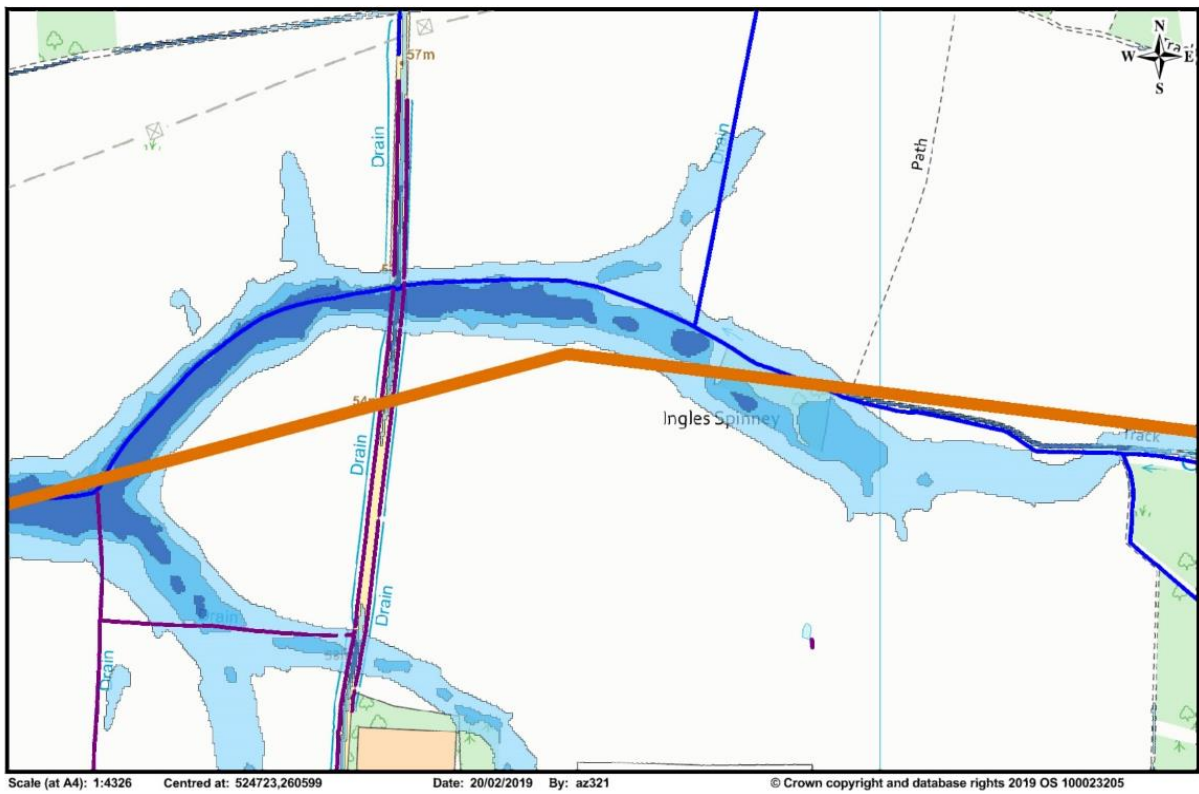
- Map 1: The new road is to cross an ordinary watercourse (possibly at two points) and an area of High Risk to surface water flooding around 450 metres west of the existing B1040.
- Map 2: The proposed route may cross Gallow Brook in two places and again an area of High Risk to surface water flooding.
- Maps 3 and 4: The road is to cross a main drain (blue) and the Hen Brook (red) in St Neots, which are both associated with high surface water flood risk. The road will also cross an area of Flood Zone 3, meaning floodplain compensation will likely be required.

66. Where appropriate, measures should be implemented to reduce the flood risk to existing communities such as those in St Neots and neighbouring villages.

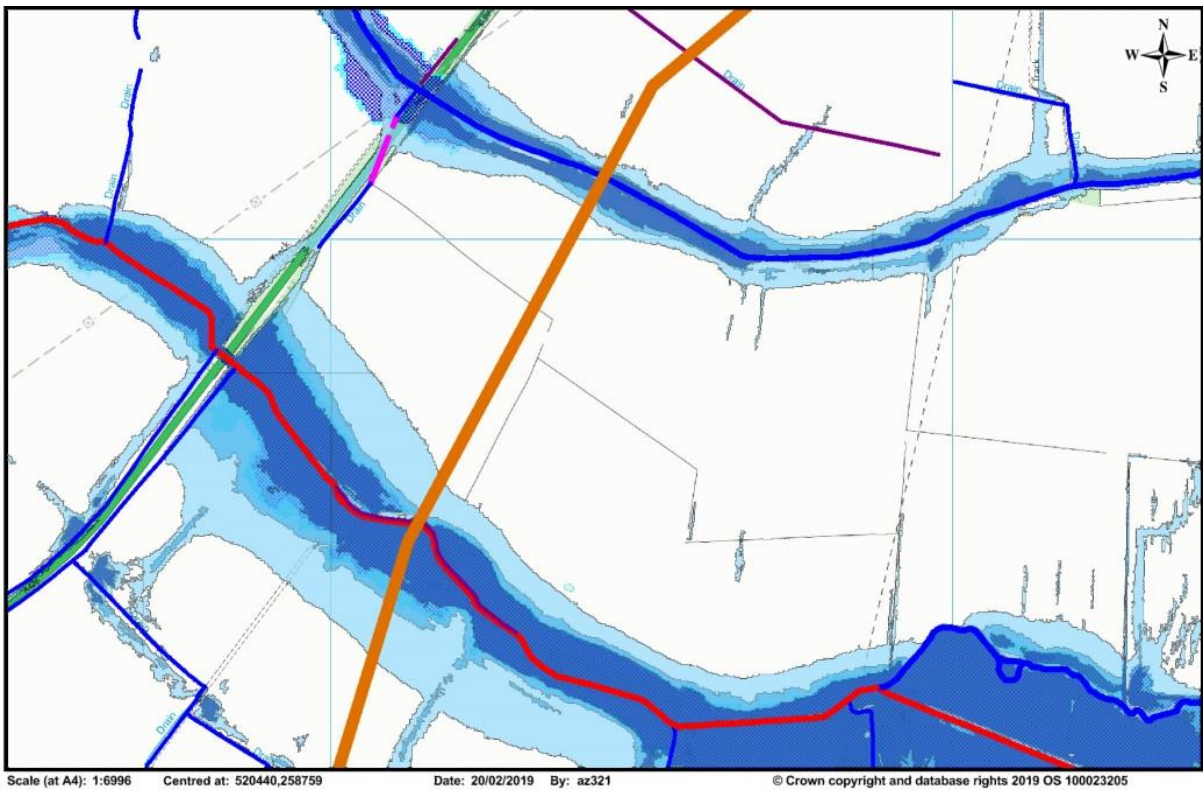
Map 1: Ordinary Watercourse west of B1040 – areas of surface water flood risk



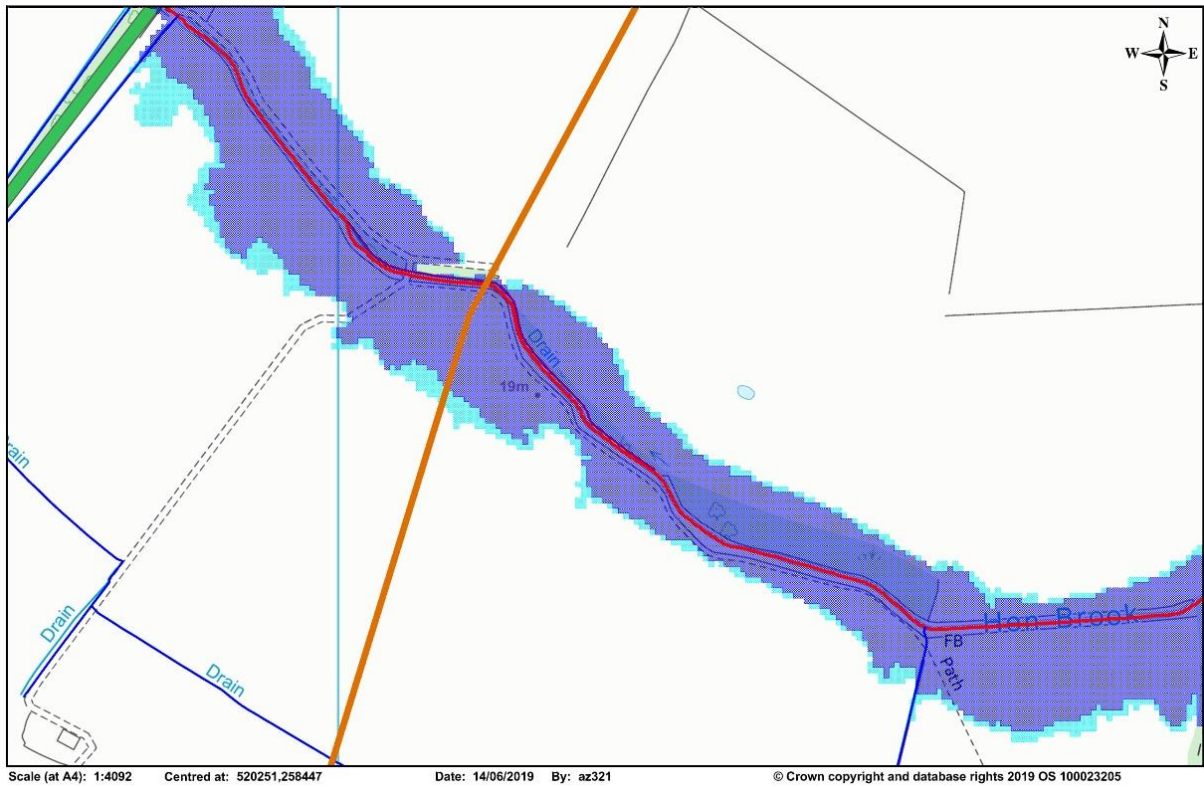
Map 2: Gallow Brook – areas of surface water flood risk



Map 3: Main Drain (blue) and Hen Brook (red) – areas of surface water flood risk



Map 4: Hen Brook – areas in Flood Zone 3 (purple)



Biodiversity

67. It is disappointing that Highway's England is only expecting to "maintain existing levels of biodiversity" (consultation booklet, page 63, column 2) as part of the scheme. This conflicts with the National Planning Policy Framework that seeks development to deliver a measurable biodiversity net gain and the Authorities would expect to see details of how this would be achieved
68. The A428 scheme should be an exemplar with a commitment by Highways England to achieve significant biodiversity net gain (minimum of 20% utilising a suitable appropriate Biodiversity Net Gain metric). This is particularly important given the cumulative adverse impact of this and other major transport schemes (either in progress or delivery) on fragmentation of the landscape and adverse impact on biodiversity – including schemes by Highways England (A1 & A14 improvements), Combined Authority (e.g. expressway), Network Rail (East West Rail), Greater Cambridge Partnership (e.g. new busways & road improvements) and Ox-Cam Arc.
69. The reference to "some beneficial effects relating to improved habitat connectivity once the landscaping and ecological measures are in place" is noted but not considered completely factual. The benefits come when the landscaping and ecological measures have matured. Again this is dependent on the level and efficacy of maintenance works, which is discussed in more detail under Landscaping.
70. It is important there is collaboration between this project and others within the area and should fit into the work on Oxford-Cambridge Arc Local Natural Capital Plan, which looks at the growth agenda across the region.
71. The A428 project also provides excellent opportunities to deliver objectives of Cambridgeshire Green Infrastructure Strategy and the Cambridgeshire and Peterborough Habitat Opportunity Map key areas for grassland, wetland and woodland creation across the county (HOM published in March 2019 - contact Cambridgeshire and Peterborough Biodiversity Partnership for details). We welcome the commitment that the "design includes comprehensive landscaping and biodiversity measures that will help to connect habitats on either side of the new dual carriageway and guide animals safely under, over or away from the area is home the road" and expect this to include consideration of green bridges at key locations across the scheme, such as Black Cat, River Great Ouse and Eltisley/Croxton.
72. The ecological assessment will need to consider impacts on all statutory designated sites, non-statutory designated sites, protected species, priority species and habitats and Cambridgeshire and Peterborough Additional Species of Interest (see cpbiodiversity.org.uk for S41 & CPASI list for the county). Of particular concern is the impact on Eversden and Wimpole Woods SAC (Barbastelle bats), Croxton Park County Wildlife Site (CWS), River Great Ouse (CWS) and impact on breeding / wintering birds located within close proximity to the route. The mitigation hierarchy must be applied, with the scheme designed to avoid adverse impact. Serious consideration must be given to the cumulative adverse impact of transport schemes

and other development (either complete, in progress or in early planning stages) that will result in significant loss of habitat across the county and severe severance of the landscape resulting in reduction in resilience of species to move across the county.

73. Consideration of long-term management of the scheme and any legacy projects must be considered at an early stage to ensure long-term biodiversity mitigation / enhancement will be delivered.

General comments on the Preliminary Environmental Information Report

- The approach to the ecological matters in scheme design and option assessment is welcomed. The proposed route mostly avoids designated sites and is sited close to the existing A428 to reduce additional environmental impacts.
- The road design including pedestrian bridges and underpasses need to allow movement of badger, deer, and other small mammals.
- As detailed in the Specific ecology comments, more detailed work is still required, as follows:

Scope of Baseline Assessment/Survey

74. Eversden and Wimpole Woods Special Area of Conservation (SAC) and the associated population of barbastelle bats: the importance of this roost in relation to the SAC population needs to be established through sufficient surveys;
75. Detailed baseline Phase 1/Habitat Classification surveys, followed by National Vegetation Classification/Phase 2 botanical surveys for any potential Habitats of Principal Importance (HPI) should be completed. Surveys to inform whether hedgerows meet the criteria for an Important Hedgerow under the Hedgerow Regulations 1997 are also needed;
76. If further Phase 1 surveys in 2019-2020 identify potential for protected and notable species to be present, further surveys to establish presence/absence of these species should be completed.

Impact Assessment

77. The impact assessment provided in 'Preliminary Environmental Information Report' (Highways England, June 2019) is premature as baseline surveys have not been finalised. Other detailed assessment such as hydrological information has not been completed to inform potential water pollution issues.
78. The assessment needs to go into more depth, defining the importance of ecological features.
79. Potential impacts of the scheme on the potential barbastelle roost and functionally-linked habitat relating to the Eversden and Wimpole Woods SAC will need to be established through sufficient surveys. Impacts on populations associated with the SAC need to be fully considered and conclusions evidenced to meet the Conservation of Habitats and Species Regulations 2017. Sufficient evidence is required to inform whether or not a Habitats Regulations Assessment (HRA) should be completed.

80. Operational impacts need to consider long-term loss or fragmentation of habitats as a result of land take required to implement the scheme. Operational impacts considered in Table 8-4 have not been clearly defined in the Preliminary Environmental Information Report but appear to comprise mostly impacts as a result of traffic, noise, lighting and water pollution.
81. Reduction of impacts as a result of mitigation measures needs to be clearly detailed in the impact assessment, with quantifiable values. An assessment of whether habitats are irreplaceable or difficult to recreate/restore should be included. Cumulative impact assessment also needs to be completed.

Avoidance, Mitigation and Compensation

82. The commitment in principle to no net loss and net gain of biodiversity should be a minimum requirement with the key objective being to achieve net ecological gain. To start this, avoidance, mitigation and compensation design must be based on extensive and robust surveys. Measures proposed are very generic and high level. It is impossible confirm no net loss being achieved without detail.
83. It needs to be made clear that the mitigation (avoidance, mitigation, compensation, enhancement) hierarchy has been followed.
84. It is stated that Figure 2.4 demonstrates no net loss/net gain. This is not a sufficient evidence-base. No net loss of biodiversity will need to be measurable
85. As well as mitigation/compensation for habitat loss, sufficient avoidance, mitigation and compensation measures for protected and notable species will need to be provided.

Enhancement Measures

86. Clarity is required regarding the objective of the scheme. Is the objective to maintain existing levels of biodiversity/achieve no net loss as stated in Sections 2.1.10 and 4.4.16 or to achieve net ecological gain as stated in Table 8-3?
87. South Cambridgeshire District Council's current position is that opportunities should be taken for schemes of this nature to achieve a measurable net gain in biodiversity of 10% through the form and design of development, unless sufficient justification to the contrary can be provided.
88. It would be recommended that Highways England work with the Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire who are developing a net gain calculator based on the Defra metric specific to the area.

Scope of Baseline Assessment/Survey

89. The broad scope of the ecological surveys is welcomed.
90. Survey information must remain valid to within two years of submission to provide an accurate baseline assessment of the site.

91. The scope of the ecological desk study for designated sites and habitats is acceptable. There is one statutory designated site within 1km in South Cambridgeshire District; Elsworth Wood Site of Special Scientific Interest (SSSI), 850m north-east of Caxton Gibbet roundabout. The scheme does not meet Natural England's Impact Risk Zone criteria in relation to this site. It is recognised in Section 8.3.19 that Croxton Park County Wildlife Site (CWS) is adjacent to the redline boundary of the scheme (the existing A428). Other CWS within the South Cambridgeshire District are relatively distant from the site. In relation to protected and otherwise notable species, records should also be requested from local interest groups and experts.
92. Consideration of Eversden and Wimpole Woods Special Area of Conservation (SAC) and the associated population of barbastelle bats is welcomed. A detailed impact assessment must be based on a robust evidence base. I cannot comment on the sufficiency of the evidence base at this stage as detailed survey methodology has not been provided. It is stated that a barbastelle bat roost may be present within 250m (Table 8-3). Baseline bat tree/building roost assessment, emergence/re-entry surveys and activity surveys must determine whether barbastelle bats are foraging/commuting in the area. The importance of this roost in relation to the SAC population needs to be established through sufficient surveys.
93. Although a detailed survey methodology has not been provided, Table 8-2 indicates that an impact assessment for habitats appears to be based on two days of field surveys in 2016 and three days in 2018 for a 18.9 km route. It is unlikely that a detailed assessment, sufficient to inform a robust Impact Assessment could be completed in such a short space of time. It is stated that surveys are continuing into 2019-2020. Detailed baseline Phase 1/Habitat Classification surveys, followed by National Vegetation Classification/Phase 2 botanical surveys for any potential Habitats of Principal Importance (HPI) should be completed. Surveys to inform whether hedgerows meet the criteria for an Important Hedgerow under the Hedgerow Regulations 1997 are also needed. Loss of unimproved i.e. species-rich grassland is only mentioned in Table 8-1. Unimproved grassland is a HPI and is rare within the Cambridgeshire District.
94. If further Phase 1 surveys in 2019-2020 identify potential for protected and notable species to be present, further surveys to establish presence/absence of these species should be completed. As limited information about the methodology for protected species surveys has been included, I cannot comment in detail on the validity of the approach. The crossing point methodology for linear features has not been mentioned. This needs to be taken into consideration for bat survey transect design (see Berthinussen and Altrincham, 2015).
95. The assumed absence of hazel dormouse is acceptable as the species is almost entirely absent from South Cambridgeshire District.

Impact Assessment

96. The impact assessment needs to be completed in accordance with 'Guidelines for Ecological Impact Assessment in the UK and Ireland' (CIEEM, September 2018), informed by robust and comprehensive baseline surveys. The impact assessment

provided in 'Preliminary Environmental Information Report' (Highways England, June 2019) is premature as baseline surveys have not been finalised. Other detailed assessment such as hydrological information has not been completed to inform potential water pollution issues.

97. The assessment needs to go into more depth, defining the importance of ecological features. Impacts then need to be characterised accurately including positive/negative, extent, magnitude, duration, frequency, timing and reversibility of impacts. Cumulative impacts need to be considered. A detailed definition of construction and operational impacts also needs to be provided. Direct and indirect impacts must be considered. Tables 8-3 and 8-4 are lacking in these details. EclA requirements need to be fully considered within the impact assessment in the Environmental Statement.
98. Potential impacts of the scheme on the potential barbastelle roost and functionally-linked habitat relating to the Eversden and Wimpole Woods SAC will need to be established through sufficient surveys. Impacts on populations associated with the SAC need to be fully considered and conclusions evidenced to meet the Conservation of Habitats and Species Regulations 2017. Sufficient evidence is required to inform whether or not a Habitats Regulations Assessment (HRA) should be completed. It is stated in Section 8.6.3 that a screening exercise is currently being undertaken for the SAC and that findings 'indicate that there will likely be no adverse impact on this site'. To meet the People over Wind and Sweetman vs Coillte Teoranta (2018) judgement, impacts without mitigation will need to be considered in the HRA screening process.
99. Operational impacts need to consider long-term loss or fragmentation of habitats as a result of land take required to implement the scheme. Operational impacts considered in Table 8-4 have not been clearly defined in the Preliminary Environmental Information Report but appear to comprise mostly impacts as a result of traffic, noise, lighting and water pollution. Section 8.4.10 states: 'The preliminary assessment of potential impacts associated with Scheme operation on identified internationally, nationally or locally designated sites of biodiversity value has identified that there will be no direct impacts on these sites due to their distance from the Scheme and the lack of ecological connectivity.' Croxton Park CWS is within or immediately adjacent to the redline boundary of the scheme. Full justification should be provided demonstrating why impacts on Elsworth Wood SSSI and Croxton Park CWS (and designated sites in other local authority areas) are not anticipated.
100. Although assessment of residual impacts can be made including mitigation measures (see CIEEM EclA Guidelines Section 5.2), it is best practice to consider impacts without mitigation in order to inform avoidance, mitigation, compensation and enhancement measures. Reduction of impacts as a result of mitigation measures needs to be clearly detailed in the impact assessment, with quantifiable values. An assessment of whether habitats are irreplaceable or difficult to recreate/restore should be included. Cumulative impact assessment also needs to be completed.
101. Table 8-1 is welcomed, but further detail of the quality and composition of these habitats is needed. The table should be expanded to identify which of these are priority/HPI and to include importance in the local context. The table needs to be

updated to clarify how much of these habitats will be retained and protected, temporarily degraded/lost and permanently lost. A habitat map should also demonstrate this information spatially.

Avoidance, Mitigation and Compensation

102. The commitment in principle to no net loss and possible net gain of biodiversity is welcomed. However, avoidance, mitigation and compensation design must be based on extensive and robust surveys. Measures proposed are very generic and high level. It is impossible confirm no net loss being achieved without detail. The difference between mitigation and compensation (off-set for residual impacts) needs to be clearly defined.
103. It needs to be made clear that the mitigation (avoidance, mitigation, compensation, enhancement) hierarchy has been followed. For example, unimproved grassland should be retained in situ in the first instance and mitigation measures such as translocation only considered as a last resort due to the uncertainty of success.
104. Detailed mitigation design will be required. The design will need to include consideration of potential constraints. For example, can watercourses/ponds created for drainage reasons also provide biodiversity value within management requirements? Loss of any Habitats of Principal Importance must be avoided in the first instance and compensated for sufficiently if loss cannot be avoided. This should include native hedgerows.
105. It is stated that Figure 2.4 demonstrates no net loss/net gain. This is not a sufficient evidence-base. No net loss of biodiversity will need to be measurable (see comments below).
106. As well as mitigation/compensation for habitat loss, sufficient avoidance, mitigation and compensation measures for protected and notable species will need to be provided. In particular, further detail is needed regarding compensation for the loss of farmland/wintering bird habitat and appropriate compensation for the loss of barn owl roosts (away from the road due to risk of collision with vehicles). Off-site compensation should be provided if required.

Enhancement Measures

107. Clarity is required regarding the objective of the scheme. Is the objective to maintain existing levels of biodiversity/achieve no net loss as stated in Sections 2.1.10 and 4.4.16 or to achieve net ecological gain as stated in Table 8-3? In accordance with NPPF paragraph 170, 174, and 175, the Adopted South Cambridgeshire District Council Local Plan Policy NH/4 and the UK Government 25 Year Environment Plan, applications should contribute to enhancing and restoring biodiversity. There has been a recent consultation by Defra regarding the roll out of a mandatory 10% net gain target. South Cambridgeshire District Council's current position is that opportunities should be taken for schemes of this nature to achieve a measurable net gain in biodiversity of 10% through the form and design of development, unless sufficient justification to the contrary can be provided. Net gain appears to be

possible within the scheme including woodland, scrub, grassland and wetland creation.

108. A calculation following an approach using the Defra metric should be followed. It would be recommended that Highways England work with the Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire who are developing a net gain calculator based on the Defra metric specific to the area.
109. Section 2.2.28 - 2.2.36 does not mention County Wildlife Sites or other non-statutory designations.
110. For some species e.g. badger, barn owl and invertebrates, Table 8-2 states surveys are completed. Elsewhere ongoing surveys e.g. bait marking is referenced.
111. The document needs to have a consistent manner of referencing habitats and species of conservation importance. Consistency is required in referencing UK/local Biodiversity Action Plan priority habitat and species and NERC Act 2006 Section 41 Habitats and Species of Principal Importance e.g. in Sections 8.3.23, 8.3.25 and 8.3.30. Clarity should be provided regarding criteria for important habitats and notable species. For example, have Birds of Conservation Concern (RSPB, 2015) and Red Data Book species been considered? Have important habitats such as unimproved grassland been assessed against County Wildlife Site designation criteria? An inclusive range of species needs to be considered e.g. common toad. Arable weed surveys are welcomed and arable margins (local BAP) need to be considered.
112. Figure 2.4 does not take account of all species mitigation such as reptile receptor area(s) and compensatory bat roosts.
113. A consistent distance from Eversden and Wimpole Woods Special Area of Conservation (SAC) should be cited. For example, this is stated to be 8.5km in Section 2.2.28 and 7.3km in Section 5.3.5.
114. Section 8.2.12 states that surveys are continuing from 2019-2020. Will the baseline be sufficient for the ES be finalised and submitted in early 2020?
115. Consistency required regarding no net loss/net gain objective. For example, Section 2.1.10d sets out objective to 'maintain existing levels of biodiversity'. Section 4.4.17 and Tables 8-3 and 8-4 reference net gain.
116. Clarity required regarding avoidance, mitigation, compensation and enhancement. Section 8.2.14 should also mention compensation.
117. Section 8.2.17 (h) should read 'Local Biodiversity Action Plan Priority Habitats and Species, and Habitats and Species of Principal Importance: up to 1 kilometre from the DCO site boundary'.
118. Fig 2.1 needs to show non-statutory designations including County Wildlife Sites.
119. The number of ponds and watercourses within 500m is inconsistent. Habitat Suitability Index assessments were completed for 51 sites but the number of ponds

and watercourses within 500m varies from 70-84 (S8.3.22). If access to ponds was not possible, sufficient justification should be provided.

120. 'Invasive habitats' in Table 8-2 should read 'non-native invasive species'.
121. Tables 8-3 and 8-4 are not a comprehensive impact assessment; for example in relation to Section 41/BAP species.
122. Table 8-4 states that there will be significant positive impacts on aquatic habitats as a result of operation of the scheme. Without evidence to the contrary, this is very unlikely.
123. Consider impacts of mortality of amphibians and reptile from road drainage infrastructure in Table 8-4.
124. Outline Environmental Management Plan (OEMP) would be welcomed. This should also include creation and establishment of habitats. The OEMP be provided should influence scheme design.

Air Quality

125. It is noted that the scheme is unlikely to contribute to a significant worsening of air quality at sensitive receptors, however detailed modelling of potential air quality impacts has not yet been completed and will need to take place once detailed traffic data is available. This will enable the potential effects of the operational phase of the scheme to be quantified.
126. Current advice from public health experts is that the health impacts of air quality should be minimised, even if there is no risk that air quality standards will be breached. Therefore even if the effect is judged to be insignificant it is advised consideration is given to the application of good design and good practice measures. We note and welcome the proposed mitigation measures which include
 - the alignment of new sections of highway to reduce the proximity of new operational traffic flows on sensitive receptors; and
 - the siting of construction compounds to reduce the potential impact of construction activities on sensitive receptors, where possible.
127. It should be noted that 2 new tubes have been introduced this year in St Neots, one of which is located on Cambridge Road and may be beneficial for the air quality impact assessment. As is normal practice, early discussions with the air quality consultants regarding the assessment would be welcomed.
128. The report discusses the designated ecological receptors that will be taken into consideration and it is advised local nature reserves, as well as national are considered. Natural England may wish to comment regarding the potential impact on ecological receptors.
129. The impacts on air quality during the construction phase do have the potential to be significant and it is understood the dust and emission control measures will be

covered within the Construction Environmental Management Plan once further details are known.

130. The following is a list of the main points concerning the proposed A428 scheme in relation to air quality: Dust; Odour; Smoke; Fumes.
131. Typically, these impacts that will need to be considered at every stage of the proposed development. Mitigation of these potential impacts will need to be considered during both the Construction Phase and Operational Phase.
132. Any mitigation needs to be site specific and take into account sensitive premises and identify any vulnerable persons.
133. Detailed air quality impact assessment and Mitigation of potential impacts needed during both Construction Phase and Operational Phase.
134. Main areas of concern are residential communities at Cambourne West, Eltisle, Croxton and any other nearby sensitive receptors.
135. Provision of an air quality monitoring scheme is needed to establish the baseline air quality near the above areas;
 - at least six month prior to commencement of construction works
 - during the construction works
 - following the completion of the scheme for a set time limit to ensure no objective levels are exceeded

Climate & CO₂ emissions

136. The assessment of the impacts of the proposals on CO₂ emissions is of necessity informed by the assessment of changes in vehicle mileage that will occur as a result of the project. The Authorities are therefore not in a position to comment on the impacts of the scheme on climate change at this time, as transport modelling information is required to inform this assessment.
137. It is noted that the Preliminary Environmental Information Report has concluded that there are no likely significant effects anticipated for climate. While it is noted that the methodology utilised for the climate assessment is carried out to current best practice and utilises the UK Climate Projections 2018, we would welcome clarification as to whether this has taken into account proposals for the UK to transition to net zero carbon by 2050, and whether this new target has any significant implications for the proposals.
138. There are no issues for land contamination for HDC as there are not contaminant sources along the proposed route in Huntingdonshire.

Noise and vibration

139. Typically, these impacts will need to be considered at every stage of the proposed development. Mitigation of these potential impacts will need to be considered during both the Construction Phase and Operational Phase.

140. It is noted that a Section 61 Notice would be sought from HDC in order to ensure additional local control over noise, where necessary.
141. A map of the noise sensitive receptors with the existing ambient sound level, the predicted sound level without and the predicted sound level with noise abatement (bunds and noise barriers) is required by the Authorities. It would be helpful to have a timetable on when this will be made available.
142. Any mitigation needs to be site specific and take into account sensitive premises and identify any vulnerable persons.
143. Most of the route within SCDC is sparsely populated with the exception of the main residential areas of: Cambourne West (proposed but not completed yet); Eltisley; and Croxton. The area of Huntingdonshire is more populated particularly in and around the St Neots area.
144. Noise from construction and operational phases needs careful modelling/prediction Issues anticipated refer particularly to:
- the Caxton Gibbet junction: (2 tiers - velveteed road surface will cause wider noise impacts with existing/proposed barriers becoming less effective, due to increased line of sight.)
 - Cambourne West, Eltisley, Croxton and any other nearby villages along the route in HDC, including Abbotsley, Eynesbury and Wintringham, will need protecting from noise impacts during construction
 - Need to consider noise insulation measures or temporary rehousing policies
 - It is expected that Management Plans will be used to mitigate construction noise.
 - These needs to be transparent and open i.e. available for scrutiny.
 - Full assessment of the site compounds and storage sites will need to be made (avoiding residential areas).
 - A number of relatively isolated farm houses etc. are in the area and need individual consideration.
 - Full on-going engagement with public and local authorities is essential.

Lighting

145. Typically, these impacts that will need to be considered at every stage of the proposed development. Mitigation of these potential impacts will need to be considered during both the Construction Phase and Operational Phase.
146. Any mitigation needs to be site specific and take into account sensitive premises and identify any vulnerable persons. Potential impacts on ecology should also be considered and mitigated.

Landscaping – Red Line boundary and space for mitigation

147. Experience with the A14 Cambridge to Huntingdon scheme has shown that a tightly drawn red line for the application can leave very little scope for landscaping works in mitigation of the scheme. The Authorities are concerned that this mistake is not repeated with the A428 Project. The environmental impacts of the proposed scheme need to be satisfactorily mitigated. Additional landscaping including the planting of trees between the new road, old roads and villages will help to improve the

environmental quality of the proposal including the local landscape affected by the new road. More information is required to fully consider the landscape and visual impacts and the necessary mitigation required.

148. It is noted that effects resulting from the operational phase of the new road will be mitigated by a “comprehensive landscape strategy” - ie earthmounding and new planting. As the PEI states “significant adverse effects” are likely to occur especially at the main new junctions where the works will not only involve extensive new highways with traffic but also much new signage, gantries, lighting etc – all of which will impact adversely on landscape character and visual amenity. The PEI continues “Planting within the landscaping strategy will establish over time and will reduce the significance of some adverse effects.”
149. This reduction [but certainly not elimination] of adverse effects will be related to the rate at which new planting matures and begins to fulfil its screening and greening function; and this in turn depends on the level and efficacy of maintenance works. A comprehensive maintenance regime – even better if coupled with advance planting before works commence – will encourage more rapid establishment and growth of new planting. Not only will this result in a quicker reduction in adverse effects, but it will also mean that biodiversity gains associated with new planting are achieved at an earlier stage in the life of the scheme than would otherwise have been the case. A maintenance regime well above the standard normally used for highway schemes should be provided.

General comments on the Preliminary Environmental Masterplan Fig 2.4

- Over bridges and embankments should be better integrated into the landscapes. Embankments should be disguised as strips of woodland in the open landscape and link with other areas of habitat such as woodlands, hedgerows etc. where possible.
- Additional planting and screening are required to reduce the impact of lighting and signage in certain areas, especially where raised above current levels.
- Additional landscape screening is required to the new road where long exposed views are possible over an open landscape, particularly from the north.
- The red line is sometimes very tight to the new road which limits landscape enhancement opportunities.
- Water bodies should be designed as landscape features, not just as flood retention areas.
- Some storage compounds are close to existing dwellings. Their impact on the visual and residential amenity of the nearby residents will need to be adequately assessed.

Specific matters:

150. The following specific points are referenced for consideration. HDC / The Authorities expect Highways England to discuss the masterplanning and landscaping matters in more detail with the relevant authority landscape and design officers.
- 1) Caxton Gibbet junction
 - Some additional tree and woodland planting will be needed to help integrate the large (1,000m long) raised new main road embankments into the landscape.

- The proposed water body north of the junction should be designed as a landscape feature, not just a retention area as it will be highly visible.
- Is the secondary roundabout south west of the junction required just for a farm access? This seems to have priority over the service station/shop access.

2) Caxton Gibbet to Eltisley

- Proposed water bodies north of the new road and on the road north of Eltisley must also have a landscape function in addition to drainage.
- The native hedgerow proposed north of the new road should be intermittent to allow views across the water bodies and of the full width of the landscape corridor.
- The native hedge proposed south of the new road should be augmented with tree planting and linier woodland features, as this area will be exposed in an open landscape.
- More vegetation is required for the area located to the north east of Eltisley to help lessen the impacts of raised lighting and signage.
- The materials storage and compound area south of the new road is approximately 300mm from dwellings at Eltisley village. Their impact on visual and residential amenity should be carefully assessed.

3) Eltisley to Toseland Bridge

- Additional tree/woodland planting is required to help integrate the proposed Toesland bridge embankments into the landscape – a disguised north-south landscape feature.
- Open landscapes around the water bodies west of Toesland bridge are required so that they can be seen.
- Additional planting is needed north and south of the new road where it is passing through an open landscape, and particularly where it is raised over the bridleway and watercourse.

4) West of Toesland Bridge to Cambridge Road Junction

- An additional woodland is required to the north west of the bridleway, linking with existing woodland to the north to integrate embankments into the landscape, particularly on approaches from the west.
- Additional planting to the north of the road is required to help filter views from the bridleway. Preferably the planting will link with existing hedgerows and ditches.
- More trees/landscape is required on the existing Cambridge Road Roundabout west of the new junction and north of the existing road. This is currently a very open and degraded landscape approach to the new developments in St Neots.
- More woodland and avenue planting is required on the proposed bar-bell junction and approaches from the north and south to help integrate this into the landscape, and to help reduce the impact of high level lighting and signage.
- There is a need to develop a parkland landscape around the proposed water bodies.
- It is unclear how the section of existing road from the north part of the bar bell to Wintringham Farm will function – will it be retained as a farm track?

Construction impacts

Phasing

151. It is considered beneficial if the construction of the project starts at the Caxton Gibbet section rather than waiting for other sections to be completed first. This would have the additional benefit of supporting the growth approved and planned close to the scheme and help to minimise impacts on the local community (if the road improvements precede development on Cambourne West).

Compounds

152. Careful consideration is needed for the location of any site compounds and materials storage sites, in order to minimise any impacts on local communities. Any potential impacts on communities needed to be properly mitigated.
153. How and where the accommodation of road crews is provided during the build programme is not clear. Lessons learnt from the A14 construction have shown that not enough accommodation for road crews who prefer to supply their own accommodation, either onsite or at caravan sites was planned for in advance which led to unauthorised change of use of land to caravan park for A14 workers in various locations in Huntingdonshire; this will need to be properly considered early in the process to ensure sufficient range of temporary accommodation is available to meet the needs of workers.

Materials

154. Consideration needs to be given to sourcing materials (for example from reuse of materials and/or sourcing from local borrow pits). There are no areas identified for borrow pits. Presumably materials from local borrow pits will be needed and the worked areas will form significant landscape features in the area, both during construction and after restoration? Highways England should consider the merits of having borrow pits v importing materials and make public their approach on this matter. The creation of borrow pits is also an opportunity for important legacy works.
155. In addition to the need to reduce construction waste, consideration must also be given to the need to reduce the embodied carbon of materials in light of Government's announcement that the target in the Climate Change Act (2008) will be changed to reflect net zero carbon by 2050. We would welcome further detail of how the embodied carbon of materials will be reduced, noting that trials have been carried out on low energy road building materials, for example those carried out by the Carbon Trust and LaFarge Tarmac (<https://www.carbontrust.com/news/2014/01/lafarge-tarmac-carbon-trust-launch-low-energy-road-building-materials/>)

Construction traffic and traffic management

156. It is noted that during the A14 construction local villages have faced severe rat running impacts. We seek clarification from Highways England on how it will minimise rat running through villages during as well as after construction.

Impacts on local communities

157. Ensure communication focus is on communities which come into close proximity to the construction works. Timely offering, to eligible homes for noise insulation measures, house surveys and temporary rehousing.
158. Effective communication, to communities where removal of trees and/or shrubbery in close proximity to residential areas, is to be carried out.
159. Offer of communication to individuals whom do not have access to mainstream social media.
160. Community inclusion on additional projects to the scheme, for example, landscaping.
161. How will the risk of suicide throughout construction and operational phases will be managed?
162. How will the proposal's impact on the yet-to-be built Cambourne West application, which has a number of sports fields abutting the A428, be mitigated particularly with regard to the predicted increased traffic volume?
163. Need to expand upon the benefit of "Reconnect communities", something like: Reconnecting, and enhancing travel connections for local residents and communities, giving faster, easier travel connections.
164. Local communities have had so much road work over the last 5 years in the local area that efforts should be made to try and take the community along with the project. Mitigation could include continual interaction with communities, making them feel part of the process and constantly up to date. Community groups shaped around the development, to give them a combined voice.
165. Would there be any mitigations as far as facilities / public art, community group grants as a result of the works?

Public Health impacts

166. The Preliminary Environmental Information Report Volume 1: Report contains the main detail on the possible impacts on Population and Health. The methodology proposed is consistent with good practice and the topics to be assessed are welcomed, namely:
 - Access to healthcare services and other social infrastructure.
 - Access to open space and nature.
 - Air quality, noise and neighbourhood amenity.
 - Accessibility and active travel.
 - Access to work and training.
 - Social cohesion and neighbourhoods.
 - Climate change.

167. The application would benefit from a full health impact assessment as requested at the EIA Scoping Stage which should have formed the basis of the “Population and Health” section of the PEIR.
168. The PEIR should have scoped into the assessment, the risk of suicide during both during the construction and operational phases, and Road Traffic Collisions both during the construction and operational phases.
169. Section 12.3.9 of the PEIR has failed to include the Cambridge University Hospital Foundation Trust (Addenbrooke’s / CUH) in the list of community assets, whilst it may be within the direct vicinity of the A428 Addenbrooke’s is a regional Trauma centre and therefore takes trauma patients from a wide catchment area including the rest of East Anglia, therefore disruption, albeit short term, during construction is likely to have an adverse effect on visitors to the hospital and emergency services.
170. As requested at the EIA scoping stage the applicant should have considered if the assessment of “impacts on any feeder PROWs between destinations, within 1km of the DCO site boundary” is appropriate considering that it is recommended to include walking and cycling as part of active travel to work and therefore distances travelled by NMU greater than 1km are not unusual, therefore consideration should be given to extend the boundary to 5km, or consideration given to identifying relevant employment and leisure destination within 5 km of the DCO boundary.
171. The human health section (12.3.28 – 12.3.29) has taken a narrow baseline on which to base any potential positive or adverse effects on health. The Cambridgeshire Transport and Health Joint Strategic Needs Assessment contains a wider group of domains which could have been used to provide a more detailed baseline of the health of the local population likely to be affected by the A428 upgrade.

Cultural Heritage Impacts

Archaeology

172. Highways England’s non-technical summary of the Preliminary Environmental Information Report (PEIR) briefly indicates in Existing Conditions (baseline data) on page 9 that below ground and built aspects of the historic environment exist within historic landscapes. It also mentions, with some ambiguity, that archaeological excavations will occur in some locations “to identify the extent and survival of remains”.
173. It is unclear if these excavations are to assist with the evaluation of the route or as part of a mitigation strategy as the language is vague. If the latter is intended, then the objectives of these excavations should acknowledge the need to conserve the significance of the archaeological resource in detailed investigation programme that will include significant large scale excavations, public engagement, research, analysis, publication and presentation in a variety of formats. The wording of this phrase, however, suggests an aim to evaluate the scheme rather than to describe the intention to provide a coherent, effective mitigation strategy that will enable the change to the historic environment to be suitably managed.

174. The scale of the impact on the extensive archaeological resource is not mentioned and this might provoke negative comments from the public at large, particularly from local people who may be knowledgeable about their local archaeology and history. While this construction impact can be appropriately mitigated, as recently evinced by the A14 archaeology programme, it would benefit the A428 team to acknowledge the scale of impact and considerable time that will be needed in advance of the construction programme to conduct the necessary excavations. Instead, "Other forms of mitigation are currently being considered...." that include landscape screening of the road to preserve the landscape settings of historic buildings without acknowledging that such mitigation will have an archaeological impact.
175. Overall, more emphasis has been given to indicating what could be done to protect the built heritage and historic landscape setting rather than to setting out the positive measures that can be designed to ensure that the extensive, non-designated archaeological settlement and funerary remains that will be negatively impacted by the scheme will be suitably preserved for posterity in a coherent, imaginative archaeological mitigation design and legacy programme.
176. The summary headlines given in the table on page 22 wholly ignores the impact in the scheme on the known extensive archaeological resource in the Construction column and it is too soon to properly predict what may follow from the evaluation and excavation to determine whether or not management of an archaeological resource might be required in the future. We object to the highlighted statement below.
177. The Cultural Heritage section (Chapter 6) of the PEIR outlines work done and currently being undertaken to acquire a baseline of known historic environment evidence, including archaeological and built environment assets mostly non-designated, historic landscapes and Conservation Areas, and some registered Parks and Gardens and Listed Buildings. Twelve scheduled monuments are also described.
178. A large part of the cultural heritage resource include non-designated remains and the severity of the construction impacts have been ranked according to the strictures of the Design Manual for Roads and Bridges. No mitigation design is yet available – it is too soon for this to be formulated.
179. Paragraph 6.4.27 describes operational effects on the recorded or unrecorded archaeological resource as not being envisaged. It is an unqualified statement that could have been improved by saying why this might be the case, for example:
- because large landscape scale excavations will be needed to mitigate construction impacts, or
 - to refer to this aspect covered in 6.5.3, under Standard Mitigation Measures.
180. Currently lacking is a high level commitment to a public engagement strategy for archaeology during the course of construction and what plans might be in formulation to display the archaeological evidence and curate a publically accessible archaeological archive.

181. County Council officers have been working in partnership with colleagues from Central Bedfordshire and Bedford Borough Council Historic Environment Teams and constructively with AECOM and Highways England to consider how best to design and conduct an archaeological mitigation strategy for this scheme that provides value for money, is fit for purpose and is innovative and engaging for local residents who will be affected during the development of the scheme.
182. This work is ongoing but is not well reflected by the PEIR.

Listed building and monuments

183. The following heritage assets are likely to be affected by the proposed route (this is not a comprehensive list):

1) Dovecote at Pastures Farm. (LEN: 1163004) and Moated Site (LEN:1019177)
West of the proposed Caxton Gibbett new roundabout layout – As the route of the proposed new carriageway and associated slip roads would be located to the south of the existing A428, it would pass in closer proximity to the Grade II listed Dovecote at Pastures Farm (LEN: 1163004). The site is also a scheduled moated site (LEN:1019177). The proposed road layout is likely to impact upon the wider historic and countryside setting of these heritage assets.

2) Mile Post south of Pembroke Farm and west of Caxton Gibbet Inn (LEN:1162760)
May be impacted by the 'Proposed A428' changes.

3) Mile Post (LEN: 1331394)
Eltisley Junction and new roundabout and road layout – The proposal would see the loss of the existing road which approaches the triangular grassed area forming the junction between the A428 and main approach to Eltisley village. The new roundabout to the north of this may impact upon the setting of the Grade II listed Mile Post, and impact its relevance as it is proposed to remove a section of the existing A428 and re-route the carriageway.

4) Eltisley Conservation Area
At present, the A428 running north of the Eltisley Conservation Area is a single carriageway bordered on each side by open countryside, which informs the setting of the heritage assets. This setting and wider context is likely to be impacted by the replacement of the existing carriageway and introduction of the new dual carriageway and two roundabouts, may impact upon a primary approach to the Conservation Area. However, the location of the proposed dual carriageway further north than the existing A428 may relieve traffic pressures on Eltisley village.

5) Croxton Park (LEN: 1000491), Croxton deserted Medieval village and C16th/ C17th garden remains

The boundary of the Park, which is Grade II* listed, and medieval village runs along the A428 to the south and therefore, there is likely to be an impact to their wider setting and significance. The full extent of the park should also be investigated as this may have extended further north, and may have the potential to be impacted by the proposed scheme. On the contrary, the diversion of traffic from the existing route,

further north and away from the designated park boundary may relieve traffic pressures and result in neutral or positive impact.

6) Croxton Conservation Area

The A428 currently passes in close proximity to the norther extent of the Conservation Area. Proposals suggest that route will be unaffected, but there may be a reduction in traffic volume arising from the new dual carriageway proposed further north, which may benefit the Conservation Area and the setting of listed buildings in the Conservation Area, particularly The Downs, High Street (LEN:1127171).

Overall, the impact of the proposals is considered to be neutral. Whilst the proposals would result in notable public benefits, it would be necessary for a detailed Heritage Impact Assessment to be compiled to allow Officers to assess the impact against all relevant heritage assets. The proposals would need to satisfy Policy NH/14 of the 'South Cambridgeshire Local Plan' (2018) and Chapter 16 of the 'National Planning Policy Framework' (2019) which relates to the conserving and enhancing of the historic environment.

Mitigation and Legacy

184. South Cambridgeshire's experience of the A14 Development Consent Order and construction has been that it has generated a significant number of complaints from residents impacted by the construction. The Authorities expect Highways England to learn lessons from this scheme and provide clarity upfront through the DCO process as to how issues are going to be addressed. In addition, there will be a need for timely and effective communication and engagement with local communities, including with individuals who do not have access to mainstream social media. Clarification will also be sought on potential Legacy opportunities for local communities, similar to those provided by the A14 improvement scheme.

Ongoing work with Highways England through the scheme development and delivery programme

185. The district authorities' experience of the A14 Development Consent Order and construction has been that their input to the process has taken very substantial officer time over a period of years. This has led to Highways England funding a post within the South Cambridgeshire District Council late in the process to support this work. It can be expected that the A428 Development Consent Order and construction process will also give rise to the need for significant Council officer input. Based upon the above, to ensure that the Authorities can contribute effectively to the A428 project, South Cambridgeshire District Council officers will seek to engage with Highways England in the near future to discuss a Planning Performance Agreement, including financial contributions to enable the Council to resource this process. This should help to ensure a better working relationship with Highways England.

Emails Template

Dear Planning & Transport Scrutiny Committee Members

Please see attached details of an out of cycle decision that the Executive Councillor for (TBC) has approved regarding (TBC).

The Chair and Spokes were consulted in line with procedures set out in the Council constitution.

Members of the Scrutiny Committee can now be informed of the decision, which will be formally reported back at the next meeting.

Regards, James

(Insert Exec Cllr Approval)

Dear Nicky

I have received (TBC) comment to date on the out of cycle decision regarding (TBC). This is from Cllr (TBC) who is happy with the proposal.

Could I please check if you are still minded to approve the decision? If so, I will circulate details to the Committee.

Thank you in advance.

Regards, James

(Insert Cllr comments)

Dear Chair and Spokes of Planning & Transport Scrutiny Committee

Please see attached details of an out of cycle decision that the Executive Councillor for Transport and Community Safety is minded to make regarding:

A428 BLACK CAT TO CAXTON GIBBET DETAILED DESIGN CONSULTATION RESPONSE

Please let me know if you have any comments at your earliest convenience.

After this, all members of the Scrutiny Committee will be informed of the decision and it will be formally reported back at the next meeting.

Regards, James

(Insert email details)

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Dear Chair and Spokes of Planning & Transport Scrutiny Committee,

As mentioned in the briefing paper sent with this decision on Friday 19 July, please see below the revised sections provided by the County:

A428 BLACK CAT TO CAXTON GIBBET DETAILED DESIGN CONSULTATION RESPONSE

Impacts on Cambridge, and interaction with the Greater Cambridge Partnership's transport programme

The presented traffic forecast data presented does not quantify changes in traffic flows from the A428 into Cambridge as a result of the scheme, either on the A1303 Madingley Road, or on other Cambridge radials including the A603 Barton Road, A1309 Hauxton Road, B1049 Histon Road and A1309 Milton Road. It does however show significantly increased levels of traffic on the A428 to the east of the Caxton Gibbet junction.

The radial roads into Cambridge and the main road network in the city centre cannot cope with additional peak period traffic, and significant peak spreading is already evident in the city. The transport programme of the Greater Cambridge Partnership is focussed on reducing traffic levels and congestion in Cambridge while at the same time providing new transport capacity to allow for continued economic and housing growth. The Cambridge Autonomous Metro proposals promoted by the Cambridgeshire and Peterborough Combined Authority builds on and enhances the GCP's public transport proposals.

It is critically important that the A428 proposals do not simply feed additional traffic into this congested network, but are planned to integrate with the GCP programme, and particularly the Cambourne to Cambridge better public transport project.

Impacts on and opportunities from East West Rail

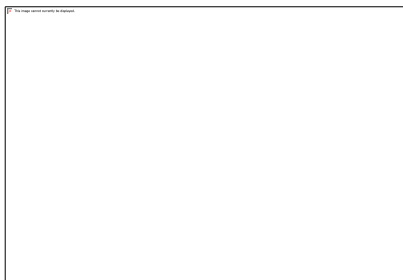
Is the scheme forecasting looking at scenarios with and without the East West Rail Central Section route options between the Bedford area and Cambridge that are currently under consideration? What is the impact of the scheme on projected patronage on the East West Rail Central Section compared to a scenario with East West Rail and without the A428 improvement?

After this, all members of the Scrutiny Committee will be informed of the decision and it will be formally reported back at the next meeting.

Kind regards

Bruce

Bruce Waller | Senior Planning Policy Officer



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<https://www.cambridge.gov.uk/planning>

Greater Cambridge Shared Planning: a strategic partnership between
Cambridge City and South Cambridgeshire District Councils



Item

SHARED PLANNING SERVICE BUDGET AND PROGRAMME UPDATE

To:

Councillor Katie Thornburrow, Executive Councillor for Planning Policy and Open Spaces

Planning & Transport Scrutiny Committee [14/10/2019]

Report by:

Stephen Kelly, Stephen Kelly

Tel: 01223 - 457009 Email: stephen.kelly@scamb.gov.uk

Wards affected:

None.

Not a Key Decision

1. Executive Summary

1.1 The Greater Cambridge Shared Planning Service is a joint service providing the functions of the statutory Local Planning Authority to both Cambridge City Council and South Cambridgeshire District Council. Both Councils committed to deliver the shared planning service in 2015 with the objective of increasing the resilience and capability of the statutory planning function in the City and continuing to provide a cost effective service whilst reflecting the growing recognition that the City's future growth needed to be considered and managed alongside that of its neighbouring district. The delivery programme began in June 2016 with the appointment of a single joint Director of Planning. Since 2016 the service has appointed a joint management team and recently (9th September 2019) has completed a service wide re-structure involving all posts across both Councils.

1.2 A comprehensive programme to implement the shared service continues – with migration to a single ICT system expected before January

202. The service is operating to a Business Plan approved by the Environment Scrutiny Committee in March 2018. Significant progress has been made on delivery of the Business Plan outcomes and work on effective income growth (outlined in the MTFS) is underway, although the pace of that programme has been impacted by the transformation process and management capacity.

1.3 The Shared Service performance is monitored through the Greater Cambridge Shared Services Management Board (containing the lead Directors from each authority), Greater Cambridge Chief Executives' Board and 2C Joint Advisory Group (comprising of the leaders of each of the Councils).

1.4 The report updates members on implementation of the shared planning service and its business plan programme and highlights how the service is seeking to respond to the issues and challenges that impact planning at a national, and a local level.

2. Recommendations

The Executive Councillor is recommended to note the content of the report.

3. Background

3.1 The Shared Planning Service employs 126 people (including 20 temporary / casual staff) based in offices in the Guildhall and South Cambridgeshire District Council offices in Cambourne. The service is one of the first services to implement "Council Anywhere" and as a result most officers are able to work from either location. The City Council's budget contribution to the service budget comprises three elements, direct staff and project specific costs together with direct operational costs, income from applications etc and a series of distributed corporate shared costs. The staff costs and income provisions in the budget seek to result in a net contribution of nil for 19/20. The impacts of economic uncertainty surrounding Brexit have however suppressed income and it is unlikely that the forecast income target will be met in this year. Staff costs, arising from vacancies is also currently below the budgeted figure, albeit that recruitment is underway. Work is ongoing to establish the likely net outcome of these external and internal factors.

3.2 The service provides all the Councils Strategic Planning, Planning Policy, Enforcement and Development Management capacity with planning applications being reported to the City Council Planning Committee and Joint

Development Control Committee. The Business Plan for the Shared Planning Service was approved in March 2018.

Service overview

3.3 The Business Plan committed the service to a range of outputs in 2019/20, including progressing strategic site planning applications encompassing over 25,000 new homes, the development of the North East Cambridge Area Action Plan, commencing work on the joint Local Plan as well as progression of the “Making Space for People” SPD and production of a joint Sustainable Design and Construction SPD. The development management service is expecting to process some 6,000 planning and related applications over the services area during the year (currently 1264 in 2019 which relate to the City Council area) and to undertake over 300 enforcement investigations.

3.4 The service is organised into three broad service areas;

a) Strategy and Economy (Assistant Director - Paul Frainer) – responsible for all policy and policy related work including the Local Plan, AAP, SPD work, plus management of the range of internal experts used by the service such as urban design, conservation, ecology landscape etc. The service also inputs into work of the Greater Cambridge Partnership and the Combined Authority and provides the monitoring information on planning outcomes.

b) Business Operations – (Operations Manager - Steven Winsor) – provides the “business support” (excluding development management) for the service. This team is being expanded from SCDC to provide both logistical oversight and support (recruitment and development, performance management, communications and customer engagement and financial support) to the service as well as offering capacity to underpin the service’s reporting and the shared service implementation.

c) Delivery – (Assistant Director – Sharon Brown) – the delivery team provides all planning and related application processing, appraisal and determination including for all the areas strategic development sites. The service also provides the dedicated planning enforcement capability for the Council and supports the work of the Housing Investment Partnership through the planning process.

3.5 Based upon the approved business plan, the service is accordingly on track to deliver the following

Strategy and Economy

- Joint Local Plan Issues and Options consultation
- Cambridge North AAP preferred option consultation
- Economic Growth Strategy and Action Plan
- Making Space for People SPD consultation
- Adoption of Biodiversity SPD
- Preparation of Sustainable Design and Construction SPD
- Support for Neighbourhood Planning
- Input into Combined Authority Local Transport Plan, Local Industrial Strategy and Non-Statutory Spatial Framework

Delivery team

- Implementation of a single planning application workflow for Development Management including the design and commissioning of a new ICT – combining the processes of City and SCDC into a new “paperless” workflow
- Creation of a revised Planning Enforcement policy for consultation
- Progression of strategic scale planning applications for the area, including
 - Land North of Cherry Hinton
 - West Cambridge and the Cavendish laboratory
 - Darwin Green Phases 2 and 3
 - Wing (Marleigh) phase 1 reserved matters
 - Park Street Car Park
- Review of Planning Performance Agreements

Business Development

- Complete the draft shared services agreement
- Developing a single budget for the re-structured service
- Develop a refined recruitment and retention offer to include staff training and development
- Coordinate delivery of a member development programme
- Develop a single customer complaint monitoring and improvement database

Key Challenges

3.6 Despite good progress being made, the service is experiencing a number of challenges to delivery – driven by both national factors as well as local capacity. This is impacting both the ability to deliver against the business plan objectives, and to deliver the shared planning service commitments through the business plan and approved MTFs. The challenges are summarised as follows:

Staffing and vacancies

3.7 In line with the national shortages facing Local Planning Authorities across the Country, at present both the Delivery and Strategy and Economy teams are experiencing difficulties arising from a number of vacancies. Despite 6 rounds of recruitment in the last 12 months (one of which is ongoing), recruiting experienced professional officers to senior roles is particularly challenging. The limited supply of professional planners, especially in the delivery team, is reflected in the agency market also – which the service has historically turned to provide cover for vacant posts. As a result, officers in both offices are carrying very significant caseloads and, on more complex projects, the service is finding it hard to provide suitable officers to oversee a number of complex strategic projects.

3.8 The high level of vacancies and turnover of staff in the delivery team, is also impacting upon the services ability to respond promptly and effectively to member and customer service requests for more modest proposals. In response, the service is undertaking a review of its processes and “practices” in an effort to increase officer productivity. The business support team is recruiting administrative capacity that will enhance its recruitment capabilities. The service is also actively “growing our own” through sponsorship of professional qualifications and providing greater career development opportunities through revised job roles. This programme is being developed with user and officer engagement. The service is also revisiting its service practices (on for example amendments of applications) in order to make the most effective use of the existing staff resource. In addition, the service is proposing to pilot a new “call off” contract for the early phase of planning applications with a third-party provider (Terraquest) in order to help manage officer workloads and improve response times for customers.

Programme Implementation Capacity

3.9 The Shared Planning Service is the second largest of the Council’s shared services. Through 2019 the service has consulted upon and implemented a complete review of structures and role profiles/job descriptions in order to provide a single, integrated service. The review has

included all professional officers being migrated into new role profiles and the interview and appointment of staff into a single new application support team. The process has required significant operational management input which has impacted senior managers time to engage in partnership work across the organisations as well as maintain momentum on delivery of some of the business plan outputs.

During 2019, the shared service implementation manager left their role, and their replacement - with a seconded member of staff - has also seen the re-design and re-engineering of the programme governance and monitoring. The service has established a member board (with representatives from City and SCDC) to provide oversight of the shared service, as well as a senior management delivery board – including the Chief Executives of both Councils.

Income and Savings

3.10 Planning applications attract a planning application fee. In addition, in recent years the service has sought to capture some of the cost of providing pre-application advice, through charges. As a result, the planning service is able to use income from fees – both statutory fees and discretionary charges to offset its costs. In recent years, the fee target has grown significantly – to £1.8m for the current year. The recent economic uncertainty surrounding Brexit which impacts both strategic site development programmes and some of the commercial planning applications that the city might have expected, have made reliable income forecasting more difficult.

3.11 As part of the MTFS 2019/20 the planning service committed to progress a range of measures designed to increase income or to reduce costs and increase productivity. These are listed below. Given the vacancy rates across the service and the significant management input required to implement the whole service re-structure effectively, the service has not yet been able to begin work on some of these workstreams.

3.12 Those workstreams identified in bold have not therefore been started yet.

1. Review of hourly rates in Planning Performance Agreement's to improve levels of cost recovery on major applications
- 2. Introduce Service wide time recording system to improve monitoring and review of advisory charges/income**
3. Implement effective re-charging for staff deployed within other services/organisations

4. Develop new invoicing and effective reviews/monitoring of PPA's to improve cost recovery performance.
5. Charge Colleges for Listed Building/Conservation advice call off via a joint payment
- 6. Extend scope of pre-application advice in the City to include householders plus a new menu pricing structure**
- 7. Review/introduce charges for design review panels/process as part of review of DR processes in GC**
- 8. Review statement of community involvement and opportunities to enhance automated/digital engagement alongside IDOX roll out - £10K year 1 and £20K year 2**
- 9. Review scheme of delegation to optimise officer productivity**
10. Charge for a tour package of strategic sites - £2.5K

3.13 The whole of the MTFs savings package were deducted from the service budget at the start of the year – in line with City accounting practice. Because a number of workstreams have not started, this means that the service may not realise all of the potential “savings” for all lines proposed in the MTFs. Against that reduction in potential income, the service has faced lower staffing costs arising from difficulties in filling vacancies. This has impacted Planning Performance Agreements and necessitated some additional agency staffing (which generally costs more). As the service transitions through each round of recruitment, and the outcomes of Brexit (and changing economic confidence) work through, the impacts on the service’s budget “outturn” should become clearer. Sensitivity testing for the budget is therefore currently underway and monitoring will continue of both income and cost assumptions.

3.14 The future costs and charges for the shared planning service are to be addressed through a shared services agreement – to be completed for all 2 way and 3-way shared services. The service has finalised a draft agreement which covers both the basis for direct cost and for income to be assigned. In parallel, there is an ongoing review due to be concluded for the next financial year of the shared service support costs in each of the parent organisations. This review will also therefore impact upon the final “cost” of the shared services to the City Council.

Business Process re-design

3.15 The shared planning service expects to implement its single ICT solution by the end of the year. This will provide, for the first time, a single

processing capability for all planning applications across the area as well as a single enforcement database. At present, the service is operating two separate systems using 2 different (arguably sub-optimal) workflows. To deliver upon the opportunity, the service will be engaging in the new year with members and users about new processes and “approaches” reflecting the aspiration of both to move towards “net zero carbon” but also to utilise the new capabilities of the ICT solution to provide more information to users via self-service. The process is likely to require significant investment in staff time at both the design stage and at the delivery stage. There is a risk that not everyone will agree to the final approach – and staff time will be required to work with all users to define how far the service can realise the benefits of this investment. The ICT roll out is likely to be phased – in order to ensure that the processes are resilient and that each part of the process, pre-application, application, appeals and enforcement can capitalise on the capabilities of the system and the new teams and operating structures. This provides opportunities for feedback as the system is implemented about how far, and how fast the roll out can progress and enable time for staff and users to be helped to adapt to changes made.

Overall

3.16 The Shared Planning Service has made significant progress towards implementation through 2019 despite a number of significant challenges impacting its capacity and its responsiveness – notably through a number of staff vacancies and high personal officer caseloads. The service has nevertheless completed a comprehensive re-structure over the summer and has transferred all staff into their new roles so that it is ready to engage with the new opportunities created by the shared service project. Additional capacity has been brought in over the summer to help manage the complex financial system and to underpin the new operating model – but the management resource devoted to this process has impacted delivery against some of the service’s programme. Through the Autumn, the prioritisation of resource underway, and integration of ICT and financial systems is expected to yield benefits – from improved reporting and confidence around delivery and a new business plan is currently in preparation for the year 2020/21 to reflect this review.

4. Implications

a) Financial Implications

The report has no direct financial implications. The budget for the shared planning service is being actively managed and reviewed (as above) –

subject to the ongoing review of shared service support costs and unpredictable income.

b) Equality and Poverty Implications

Not required for this report.

c) Environmental Implications

None for this report.

d) Procurement Implications

None specific related to the service. Any procurement relating to the service provision is carried out in line with the Councils' policies

e) Community Safety Implications

There are no community safety implications arising from this report.

5. Consultation and communication considerations

The service undertakes consultation in line with the statutory and non statutory consultation frameworks set out in legislation and the locally adopted "Statement of Community Involvement." Staff consultation and engagement in the delivery of the service has been carried out in line with the Council's adopted policy for change

6. Background papers

Background papers used in the preparation of this report:

Shared Planning Service Business Plan 2019/20

7. Appendices

None.

8. Inspection of papers

To inspect the background papers or if you have a query on the report please contact Stephen Kelly, Director - Planning, tel: 07734 370866, email: stephen.kelly@scambs.gov.uk.

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Item

Greater Cambridge Local Plan: Issues & Options consultation

To:

Councillor Katie Thornburrow, Executive Councillor for Planning Policy and Open Spaces
Planning & Transport Scrutiny Committee [7/11/2019]

Report by:

Stephen Kelly, Joint Director for Planning and Economic Development
Cambridge and South Cambridgeshire
Tel: 01223 - 457009 Email: stephen.kelly@cambridge.gov.uk

Wards affected:

All

Key Decision

1. Executive Summary

- 1.1 This report seeks agreement on the proposed content of, and the participation and communication strategy for, the first formal round of consultation for the Greater Cambridge Local Plan, known as the Issues & Options consultation. This forms part of the early stages in preparing the next Local Plan for the area, being prepared jointly by Cambridge City Council and South Cambridgeshire District Council.
- 1.2 To provide a full context for this discussion, the report sets out:
- an overview of the Local Plan process
 - the member governance process ahead of the Issues & Options consultation
 - the findings of a Lessons Learned and Good Practice review of the adopted local plans
 - conclusions of initial stakeholder engagement workshops for the Local Plan
 - the draft Issues & Options format and text for consultation
 - supporting evidence documents
 - the proposed participation and communication strategy for the Issues & Options consultation

- 1.3 The Joint Local Planning Advisory Group (JLPAG) considered these papers on 1st October, and identified recommendations, addressed at sections 5, 9 and 11. South Cambridgeshire Scrutiny & Overview Committee in turn, considered these papers in the light of the JLPAG recommendations on 17th October. This report has addressed both of these.

2. Recommendations

2.1 The Executive Councillor is recommended to:

1. Note the Lessons Learned and Good Practice review (Appendix A)
2. Note the Statement of Consultation – Report on Local Plan Workshops (Appendix B – chapters 2-5);
3. Note the feedback from the Joint Local Plan Advisory Group (Appendix I); and
4. Approve the Local Plan Issues & Options report text (at Appendix E) and supporting documents (at Appendices F, G and H) and consultation process (at Section VIII and Appendix B, chapter 6).
5. In consultation with the Chair and Spokes for the Planning & Transport Scrutiny Committee, in liaison with the South Cambridgeshire Lead Cabinet Member for Planning and in consultation with members of the Joint Local Planning Advisory Group, to consider and agree, as is consistent with this Council's Corporate Objectives, any material changes to the Local Plan Issues & Options report text (at Appendix E) and supporting documents (at Appendices A, B (chapter 6), F, G and H) prior to the commencement of the consultation period, including any proposed by South Cambridgeshire District Council.
6. Delegate authority to the Joint Director of Planning and Economic Development, in liaison with the Executive Councillor for Planning Policy and Open Spaces and South Cambridgeshire District Council Lead Cabinet Member for Planning, and the Chair and Spokes for the Planning & Transport Scrutiny Committee, and in consultation with members of the Joint Local Planning Advisory Group, to make editorial changes to the Local Plan Issues & Options report text (at Appendix E) and supporting documents (at Appendices A, B (chapter 6), F, G and H) prior to the commencement of the consultation period (to comprise minor amendments and factual updates and clarifications).
7. Delegate authority to the Joint Director of Planning and Economic Development, in liaison with the Executive Councillor for Planning

Policy and Open Spaces and South Cambridgeshire District Council Lead Cabinet Member for Planning, and the Chair and Spokes for the Planning & Transport Scrutiny Committee to update the Local Development Scheme to reflect the amended consultation period.

4. Background: overview of Greater Cambridge Local Plan

- 4.1 Through the City Deal with Government in June 2014, Cambridge City Council and South Cambridgeshire District Council committed to develop a joint Local Plan for the Greater Cambridge area.
- 4.2 Both councils adopted their current Local Plans in 2018. Both plans include a shared policy commitment to produce a joint Local Plan via an early review of those plans, in particular to update the assessment of housing needs, review the progress of delivering planned developments (in particular the new settlements at Waterbeach and Bourn Airfield), and consider the needs of caravan dwellers and government changes to the approach to planning for Gypsies and Travellers.

Local Plan outline process

- 4.3 The adopted Local Plans set out that production of the new Greater Cambridge Local Plan will commence before the end of 2019, with submission to the Secretary of State for examination anticipated by the end of Summer 2022. The adopted Greater Cambridge Local Development Scheme 2018 states that the first formal consultation on issues and options for the joint plan will take place in Autumn 2019, with submission of the plan in summer 2022 and an anticipated date of adoption being around summer 2023 (note: updating of the Local Development Scheme is addressed in section 11 of this report).
- 4.4 The Issues & Options consultation is the first stage towards preparing the new Local Plan, but is not the actual plan. In legal terms, it forms parts of the Regulation 18 stage of the Town and Country Planning (Local Planning) (England) Regulations 2012. It is intended to explore important issues that will influence how the plan is developed, giving people the opportunity to inform and shape the direction of the plan before it is drafted.
- 4.5 Future consultation stages of the Local Plan, including the draft local plan consultation will include a preferred strategy, site allocations, and development management policies. The draft plan will be supported by a full suite of evidence, which is currently being commissioned and prepared.

Preparation for Issues & Options consultation

- 4.6 Officers have progressed a number of workstreams to start the Local Plan process, and in particular to inform the Issues & Options consultation. These are set out below and are explored in the following sections:
- Section 5: Governance
 - Section 7: Lessons learned and good practice review

- Section 8: Initial stakeholder engagement via workshops held in summer and autumn 2019
- Section 9: Drafting the Issues & Options
- Section 10: Supporting evidence
- Section 11: Participation and Communications Strategy

5. Governance

5.1 Preparing a new joint Local Plan requires a clear governance structure.

5.2 A Joint Local Planning Advisory Group (JLPAG) has been established by Cambridge City Council and South Cambridgeshire District Council as the local planning authorities to facilitate a shared policy position. This Member Group reports its recommendations to the respective Local Planning Authorities, for decision-making to be completed through each Council's existing democratic processes. This will allow the timely development of the new Greater Cambridge Local Plan.

5.3 An officer board has been established, comprising representatives of both councils, Greater Cambridge Partnership, Cambridgeshire County Council and the Combined Authority. The role of this group is to steer the development of the plan from an officer perspective and ensure alignment between the relevant organisations. The Board meets on a monthly basis.

Recommendations of JLPAG on Governance

5.4 The JLPAG met for the first time on 1 October 2019, to discuss this report and appendices. Their main recommendation (see Appendix I) was that further work was required on the text of the Issues and Options document and on the questions included within it. In order to allow time to accommodate the revisions to the document proposed by JLPAG before the decision making meetings of each Council, JLPAG recommended that this Cambridge Planning & Transport Scrutiny Committee be delayed, so that it took place around the same time as South Cambridgeshire Cabinet in November.

5.5 In addition to this, if further changes were required to the documents after these respective meetings, JLPAG recommended delegation to lead members to agree such changes and that this should require consultation with members of JLPAG.

Officer response to JLPAG recommendations

5.6 The Chair of the Cambridge Planning Transport Scrutiny Committee agreed to the proposal of JLPAG to defer the date of the meeting, and this is the reason for this meeting taking place today rather than as previously planned in October.

5.7 The revised governance process to enable the Issues and Options consultation documents to be agreed for public consultation is set out below, reflecting the above points raised by JLPAG.

- a. 17th October - South Cambridgeshire Scrutiny & Overview Committee:
This committee makes recommendations to South Cambridgeshire Cabinet for their final decision (a report on their recommendations is included at Appendix J for information)
- b. 6th November - South Cambridgeshire Cabinet:
This committee will provide the final agreement from a South Cambridgeshire perspective on the Issues & Options consultation content and process. The report mirrors this report.
- c. 7th November – Cambridge Planning & Transport
This report.
- d. Following 7th November:
Any further changes will be under delegation approved at Cambridge Planning & Transport Scrutiny Committee.
- e. Issues & Options consultation starts (see section 10 below):
Subject to agreement via processes set out above. If agreement were not reached by both Councils, consideration would need to be given to next steps and further consideration through the democratic process.

6. Local Plan early engagement

- 6.1 The plan making process does not start with the issues and options consultation. An independent Lessons Learned and Good Practice review has been carried out, engaging with key stakeholders via structured discussions looking back at the previous Cambridge and South Cambridgeshire Local Plans in terms of processes and outcomes. In addition, in July and September 2019, Greater Cambridge Shared Planning Service held eight Local Plan workshops across both districts of South Cambridgeshire and Cambridge.
- 6.2 Both of these processes have informed the development of the draft issues and options report, and the communications plan. This report now explains each of these in more detail.

7. Lessons Learned and Good Practice review (Appendix A)

- 7.1 To support a reflective approach to the new Local Plan, an independent local planning expert was commissioned to undertake a Lessons Learned and Good Practice review. This involved engaging with key stakeholders via structured discussions to look back at the previous Cambridge and South Cambridgeshire Local Plans in terms of processes and outcomes. It also included considering examples of good practice nationally, to understand in which areas, and how, improvements might be made to the approach to plan-making, consistent with current national planning policy.
- 7.2 The Lessons Learned and Good Practice review forms Appendix A to this report. The report author, John Williamson, will make a short presentation to the Planning & Transport Committee on the process of the review and his findings.
- 7.3 The headline findings of the Lessons Learned report, representing areas of broad consensus among those who contributed, are listed below:
- the extent and type of stakeholder engagement before public consultation is important, particularly as this can have a positive bearing on defining the key issues and options for the plan;
 - the length of the plan and the extent of supporting evidence should be kept proportionate, including through a rigorous review of plan policies;
 - the plan's policy content should include a central focus on climate change and biodiversity, while travellers' accommodation needs remains a challenging issue to address;
 - ensuring effective information management and co-ordination of evidence production and presentation, particularly given increased organisational complexity; and
 - the examination, where it is important to attempt to reduce the number of objections through a clearer approach to on-going engagement with

stakeholders, and a proactive and assertive approach should be taken through early engagement with the Planning Inspectorate.

- 7.4 While some of the report's findings relate to later stages in the plan process, the early stakeholder workshops and Issues & Options report discussed below respond to the first and third bullets identified above, and a review of existing plan policies has been started. Further reflection on the Lessons Learned report findings will be required as the plan progresses.

8. Statement of Consultation: Report on Local Plan Workshops, Summer / Autumn 2019

- 8.1 In July and September 2019, Greater Cambridge Shared Planning Service organised eight Local Plan workshops across both districts of South Cambridgeshire and Cambridge, for the following representatives and groups:
- Ward members of both Councils
 - statutory consultees, service providers and other interest groups
 - landowners, developers and agents
 - Resident's Associations and Parish Councils
 - Internal council officers
 - Businesses
- 8.2 The purpose of these events was to ask stakeholders to identify the key issues facing Greater Cambridge over the next twenty years or so, informing the Issues & Options consultation in particular. These workshops also offered an opportunity to gather feedback on the previous Local Plan process, and explain about the forthcoming Local Plan process.
- 8.3 The Report of the Workshops is at Appendix B Statement of Consultation. At the workshops attendees were given a presentation indicating that the plan would explore the need for jobs, homes and infrastructure, but that there would be cross cutting themes that would influence how these would be shaped and the issues it needed to address. Stakeholders provided a very wide range of feedback on issues that were important to them, and ideas on measures the new local plan could take. The outputs have helped to shape the draft Issues and Options, which includes broad 'big themes' to help structure the issues and questions to seek feedback on.
- 8.4 Reflections shared on the previous Local Plan process will inform the preparation of the plan as it progresses, both in terms of plan content and process. The Greater Cambridge Local Plan Lessons Learned & Good Practice document cross-refers to the notes of the workshops to inform and reinforce the conclusions made within the report.
- 8.5 The Statement of Consultation also includes coverage of a further event that was held in September organised by Cambridge Past Present and Future in conjunction with Greater Cambridge Shared Planning, called Keeping

Cambridge Special. This event followed a different structure to the workshops and asked different questions. A summary of the questions and answers is provided in the Statement of Consultation at Appendix B.

- 8.6 Feedback on the workshops and other events held will inform how workshops and other engagement later on in the plan process are planned and run.

9. Issues & Options consultation format and draft text

- 9.1 The purpose of the Issues & Options consultation is to begin a wider conversation about the kind of place we want the Greater Cambridge area to be in the future in a way that is accessible to everyone, including engaging with those that wouldn't normally be aware of and engage with the Local Plan. At the same time, the consultation needs to provide enough context and detail to enable responses to inform future, more technical stages, of the Local Plan.
- 9.2 To achieve the intended accessibility, the consultation content must be visually appealing and easy to navigate in both online and print forms. A dedicated website is being set up, and is intended to be the primary way people will access the consultation. This is being designed to be visually engaging, and to enable users to navigate the content easily in a way that suits them – moving around between issues of particular interest. It will also introduce the ability to 'quick comment' on the questions directly, as an alternative to submitting a more time-consuming and detailed response via our standard online response system, JDi. A 'wire-frame' of the website can be seen at Appendix C. The print document is also intended to be visually led and easy to navigate; a mock-up of what this may look like is provided at Appendix D. These are intended to be illustrative at this stage and may be subject to further change.
- 9.3 Before the full consultation website and print materials can be completed, officers are seeking approval of the draft proposed text for the Issues and Options Report (included at Appendix E to this report). The reason for not providing a fully designed draft at this point is to enable changes to be made. Following approval of the report's text and diagrams by the respective councils, the online content and the final document production process will be completed.
- 9.4 The draft text has been written with the intention of being accessible to all. It is intended to be relatively concise, while covering the main issues we need to seek views on at this stage, including clear simple language and using a repeated content structure as set out below.
- 9.5 This draft text puts forward some overarching themes for comment and sets out the conceptual spatial choices available for the development strategy. The overarching themes, set out below, have drawn on feedback from the workshops, and also address the key objectives of the Councils, including climate change, and biodiversity:
- Climate change
 - Biodiversity and green spaces
 - Wellbeing and Social Inclusion

- Great Places
- Jobs
- Homes
- Infrastructure

9.3 Each theme is set out as follows:

- Infographic of key facts, headline text and an overarching question
- *What we are required to do in the plan* - for example by National Planning Policy.
- *What we are doing already* - as the councils' existing plans and other strategies mean the Councils are already doing a lot under each of these themes.
- *Key Issues* - issues are then explored that need to be considered through the new local plan
- *Questions* - seeking in some areas to understand how much of a priority should be given to specific issues, and seeking feedback on ideas for what the new Local Plan should do to respond to them.

9.4 The text does not set out any firm proposals for land use or policy as this will be done at the draft plan stage , when we will prepare a draft Local Plan informed by the comments we receive to this consultation evidence we are gathering, and testing of options for the plan. It does however highlight the potential scale of growth in homes and jobs to plan for based on existing information, from the nationally set standard method and from the conclusions of the Cambridgeshire and Peterborough Independent Economic Review.

Recommendations of JLPAG and South Cambridgeshire Scrutiny & Overview on Issues and Options format and text

9.5 JLPAG (as set out at Appendix I) considered that further work was required on the text of the Issues and Options document and on the questions included within it, in particular to make the document and web pages more accessible to a range of audiences and to encourage greater participation. These points are expanded upon below:

Further work was required on the text of the document

- Structure of the document – this needed reviewing, taking into consideration its web and print forms, in order to attract and maintain the attention of readers
- Big themes – potential conflicts between these themes needed spelling out more clearly
- Growth – there should be explicit explanation of why no growth is not an option, given existing council commitments and government policy requirements.
- Spatial choices – these should be explained more fully
- Language – this should be reviewed to ensure it is more engaging and less technical

- 9.6 Further work was required on the questions included within the document
- Questions - should be framed consistently, allowing open responses on each issue
 - Quantitative prioritising questions - for all themes these should be brought together as prioritisation of themes (top priority/high priority/low priority) is a relative issue
 - Question 19 (of the draft considered by LPAG) regarding spatial choices should be reviewed to allow those responding to provide answers involving a blend of options or percentage preference
- 9.7 Further to the comments of JLPAG, South Cambridgeshire Scrutiny & Overview members made comments on the following issues in relation to the wording and format of document:
- Concern was raised regarding water resilience and confidence on this issue needed to be provided to communities.
 - Consideration should be given in the Local Plan to future changes in society, about which there is uncertainty; such as the heating and cooling of houses, as well as ensuring there was enough electricity to meet future power demands.
 - The need to ensure that the document and website would be accessible in terms of wording, colouring, maps and diagrams
 - The need to use plain English, define acronyms and enhance the glossary
- 9.8 Within discussion at the South Cambridgeshire Scrutiny & Overview Committee, the Chairman of the South Cambridgeshire Climate and Environment Advisory Committee (CEAC) raised the following points as Chairman of the CEAC:
- The CEAC was positive about the issues and options document, including its focus on climate change and biodiversity issues
 - A request for a workshop was made, to bring together bodies, including the Environment Agency, to look at the water cycle strategy. The idea of water neutrality should be discussed at this workshop and the environmental consequences of spatial choices made in the plan should also be looked at.
 - Water efficiency should be addressed in the housing quality section, as well as in the climate change section.
 - Thought needed to be given to what we were trying to get out of the questions being asked in the document and whether they generated useful information.

Officer response to recommendations of JLPAG and South Cambridgeshire Scrutiny & Overview Committee

- 9.9 The version of the Issues & Options draft text included at Appendix E seeks to address the points raised by JLPAG and South Cambridgeshire Scrutiny & Overview Committee. Officers have considered and addressed the points on the Issues and Options consultation documents identified above. The main changes

to the document from that discussed by JLPAG and South Cambridgeshire Scrutiny & Overview Committee include:

- Reviewing language to remove jargon and simplify wording
- Adding some words to the glossary. Links to the glossary will be included in the web version, although full functionality of hovering over words to get a definition will not be available at this point.
- Bringing together quantitative prioritisation questions to allow relative prioritisation of all themes
- Spatial choices question was amended to allow those responding to provide their preference by allocating a number of points across the locations which will help inform the strength of views for each. Technical issues around this approach are being explored.

9.10 In addition to responding to the changes suggested by members, a number of further changes have been made to the version considered by the JLPAG addressing two main issues:

- The locational option of development of the edge of Cambridge includes both the option of developing land in the green belt, and land outside the green belt. The land outside the green belt is Cambridge Airport, removed from the green belt and safeguarded for development should it become available. In planning policy terms there is a significant difference between land within and outside the Green Belt and in asking for views on the principle of building in different locations, it is important to make this distinction clear and provide the opportunity to provide comments on them separately. Therefore the revised document includes two options for the edge of Cambridge, land outside the green belt, and land within the green belt.
- Amendments to the text regarding the housing need, and the relationship between the standard method of calculating housing need, and the consideration of making additional provision for homes that would provide flexibility to support the potential levels of continued economic growth.

9.11 The Issues & Options document text at Appendix E has been updated having regard to the comments from JLPAG, and the changes identified above.

10. Supporting evidence

10.1 Each stage of the plan making process will be accompanied by a Sustainability Appraisal. Sustainability Appraisal (SA) is an assessment process designed to consider and report upon the significant sustainability issues and effects of emerging plans and policies. SA informs the plan-making through an iterative process by helping to refine the plan's contents, ensuring we understand the sustainability impacts of potential options and then helping to refine the emerging draft plan itself.

Sustainability Appraisal Scoping Report (Appendix F)

10.2 The Sustainability Appraisal Scoping Report is Appendix F to this report. Its purpose is to provide the context for and determine the scope of the SA of the Local Plan and to set out an assessment framework of SA objectives, for

undertaking the later stages of the SA. This will be published for consultation alongside the issues and options report, to allow stakeholders to comment on the scope of the SA at this early stage.

Sustainability Appraisal of Issues & Options (Appendix G)

- 10.3 Using the SA objectives identified in the Scoping Report, the SA of the draft Issues & Options text provides a high-level commentary on the sustainability implications of issues raised within each big themes. The main focus of the Appraisal for this stage of the plan process is a broad assessment of the sustainability implications of each spatial option. Please note that the Sustainability Appraisal of Issues & Options will need to be reviewed ahead of consultation to account for changes made to the draft Issues & Options text arising through member processes.

Habitat Regulations Assessment Scoping Report (Appendix H)

- 10.4 Habitat Regulations Assessment will determine whether the Local Plan site allocations and policies may affect the protected features of wildlife habitat sites that have international designations. Given that no development sites or policies are identified in the Issues & Options consultation, it is not possible to assess the impacts on designated habitats at this stage in the plan process. Instead the Habitat Regulations Assessment Scoping Report identifies the habitats that may be affected by the plan.

11 Statement of Consultation: Local Plan Participation and Communication Strategy

Background

- 11.1 Previous experience of Local Plan consultations in Greater Cambridge has shown that a good level of responses were received, but engagement was not fully representative of our communities. Statutory consultees, active community organisers/campaigners, major landowners and planning agents, and certain other groups do engage actively in shaping the Plan. However, the wider community, including residents from diverse backgrounds and geographical locations, small businesses, and even internal officers within local authorities who do not work within planning or related services, have little understanding that a Local Plan is being developed, let alone how it will shape their lives in the future and therefore why their involvement is important.
- 11.2 In the Greater Cambridge area, there is a clear political priority to put community engagement at the heart of the Local Plan development process. A Participation and Communication Strategy has therefore been developed to support the Local Plan process (included at Appendix 7 of the Statement of Consultation in Appendix B of this report).

Participation and Communication Strategy

- 11.3 The aims of the strategy are as follows:

Spreading the word

- Encouraging participation and engagement – explaining why the Local Plan is important and how it affects people’s lives on the ground.
- Demystifying the process of creating a Local Plan and managing expectations of what a Plan can and can’t do.
- Communicating the ‘big ideas’ and a positive vision of the future – contributing to creating a sense of identity and inclusion.
- Ensure there is accurate and timely information accessible to all.
- Explain why difficult decisions have been made.
- ‘No surprises’ – no excuse for stakeholders to be surprised by the content of the draft Local Plan when published.

Co-creating the Plan

- Thinking outside the box – gathering ideas we might not think of otherwise – from internal and external sources.
- Testing ideas – ‘kicking the tyres’ – is it fit for purpose, what kind of challenges are we likely to face in the formal consultation and inspection stages?
- Testing the detail – benefitting from wider knowledge in the community and specialist stakeholders on specific theme/policy and sites, ensuring policy detail is well drafted and effective.
- Ensuring key stakeholders buy into the policy wording and therefore support it effectively in implementation

Building the evidence base

- Providing evidence for why the draft Local Plan emerges in the form it eventually takes.
- Justifying options and the selection of options.
- Evidencing wide community and stakeholder participation
- Providing the material for the Statement of Consultation.

Proposed Issues & Options consultation and participatory activities

11.4 The Issues & Options consultation is the time to spark the interest in our communities as well as setting out the challenges and managing expectations for the next stages.

11.5 The focus will be on:

- Reaching out widely and hearing ideas from all quarters, specifically the hard to reach groups through extensive roadshow events and use of video, social media and traditional media during the consultation period
- Ensuring that the format and content of the material presented is highly accessible and visual
- Capturing feedback in ways that create compelling and interesting content – allowing people to hear each other’s voices where possible
- More ‘questions’ than ‘answers’ to avoid any perception that the plan has already been drafted – needs to be genuinely open ended
- Explaining the existing ‘fixed issues’ – both national policy that we are obliged to implement, and also major sites within the Local Plan area that will be built out into the new Local Plan period.

11.6 Drawing on the Participation and Communication Strategy principles, the activities proposed to be included within the Issues & Options consultation are set out in the Statement of Consultation (included at Chapter 7 of the Statement of Consultation in Appendix B of this report).

Recommendations of JLPAG and Scrutiny & Overview on communications strategy

11.7 The main comment raised by JLPAG in relation to consultation activities was to recommend that consultation starts in January and runs for 6 weeks, rather than have a longer consultation starting at the end of November and running across the festive period. Points raised included that:

- The Christmas period should not be part of the consultation period as it would disrupt consultation communications.
- The consultation period should include a reasonable amount of time within the university term, as many members of the Cambridge community work to this calendar.

11.8 South Cambridgeshire Scrutiny & Overview Committee made the following comments regarding consultation activities:

- favoured the consultation starting in January 2020 to avoid the Christmas period.
- suggested that pre-consultation engagement should be undertaken.
- suggested that the consultation document and questions be made available as far in advance as possible of the consultation start date. This would enable parish councils, which may only meet once every two months, to start considering their consultation responses.

Officer response to recommendations of JLPAG and Scrutiny & Overview

- 11.9 The overall impact on the plan-making timetable would be limited, as a consultation starting in January would still end in February, 6 weeks later. Starting consultation in January would however mean a slight delay in the programme against the adopted Local Development Scheme, which states that the issues and options consultation would take place in Autumn 2019. Whilst the live timetable on the Councils' websites can be updated it would be prudent to also update the Local Development Scheme if this change is made. Delegation to the Joint Director of Planning and Economic Development to carry out this update is sought in recommendation 7 of this report.
- 11.10 The Councils made a commitment to commence the local plan review before the end of 2019, and this is established in policy in the adopted Local Plans. The commitment was also made in the City Deal with Government. As set out in the Statement of Consultation (Appendix B), the review has very much commenced, with a significant amount of engagement already taking place and many elements of the evidence base preparation also underway.
- 11.11 Further to addressing the points raised about consultation timings, the Communications team are finalising the detailed consultation plan which will include some warm-up engagement in December. The proposed consultation period is from 13 January to 24 February 2020.

12 Implications

a) Financial Implications

Currently anticipated to be within current budgets. This will be kept under review alongside other work priorities.

b) Staffing Implications

Currently anticipated to be delivered within our existing budgets. This will be kept under review alongside other work priorities.

- c) Equality and Poverty Implications**
The plan provides an opportunity to address aspects of equality and poverty that can be influenced by the physical environment. The Local Plan will require an Equalities Assessment to be undertaken as part of its preparation. The Sustainability Appraisal process that will accompany each stage of the plan incorporates consideration of equalities issues.
- d) Environmental Implications**
The plan provides an opportunity to address the aspects of the environment that can be influenced by the planning system. These aspects will be considered by a range of evidence including via a Sustainability Appraisal.
- e) Procurement Implications**
A large number of evidence base studies have been or are being procured to support the development of the Local Plan.
- f) Community Safety Implications**
The plan provides an opportunity to address aspects of community safety that can be influenced by the physical environment.

13 Consultation and communication considerations

Consultation arrangements are set out in section 11 of this report.

14 Background papers

Background papers used in the preparation of this report:

South Cambridgeshire Cabinet meeting papers, 6th November 2019

<https://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=293&MId=7536&Ver=4>

South Cambridgeshire Scrutiny & Overview meeting papers, 17th October 2019

<https://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=417&MId=7655&Ver=4>

Joint Local Planning Advisory Group meeting papers, 1st October 2019

<https://democracy.cambridge.gov.uk/ieListMeetings.aspx?CId=492&Year=0>

South Cambridgeshire Leader's Decision approving the final Joint Local Planning Advisory Group terms of reference

<https://scambs.moderngov.co.uk/ieDecisionDetails.aspx?ID=11133>

Papers of Cambridge City Council Planning & Transport Scrutiny Committee, 16th July 2019

<https://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=475&MId=3740&Ver=4>

Draft minutes of the South Cambridgeshire District Council Cabinet meeting, 1st July 2019

<https://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=293&MId=7532&Ver=4>

Papers relating to Cabinet meeting 3 October 2018, where it was agreed to set up a joint member group in principle

<http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=293&MId=7345&Ver=4>

Papers relating to Cambridge Planning & Transport Scrutiny meeting 3 October 2018, where it was agreed to set up a joint member group in principle

<https://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=475&MId=3558&Ver=4>

Adopted Cambridge Local Plan 2018

<https://www.cambridge.gov.uk/local-plan-2018>

Adopted South Cambridgeshire Local Plan 2018

<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/>

Greater Cambridge Local Development Scheme 2018

<https://www.scambs.gov.uk/media/12805/greater-cambridge-lds-for-website-oct-2018.pdf>

15 Appendices

The Councils have prepared these documents to be compliant with the website accessibility requirements where possible; however some sections of individual documents may not be fully website accessibility compliant. If you would have problems accessing any sections of the appended documents, please contact the Planning Policy, Strategy and Economy Team by email: ldf@scambs.gov.uk or phone: 01954 713183.

Appendix A: The Greater Cambridge Local Plan: Lessons Learned and Good Practice

Appendix B: Greater Cambridge Local Plan: Statement of Consultation

Appendix C: Issues & Options website 'wire-frame'

Appendix D: Issues & Options print document example layout

Appendix E: Issues & Options consultation draft text

Appendix F: Sustainability Appraisal Scoping Report

Appendix G: Sustainability Appraisal of Issues & Options document

Appendix H: Habitats Regulations Scoping Report

Appendix I: Local Planning Advisory Group recommendations to Cambridge and South Cambridgeshire democratic processes

Appendix J: Scrutiny & Overview recommendations to South Cambridgeshire Cabinet

16 Report Author

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

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The Greater Cambridge Local Plan: Lessons Learned and Good Practice



A Report of Stakeholder Experience of Local Planning in Greater Cambridge and Wider Good Practice in Plan-Making, and the Implications for the new Greater Cambridge Local Plan

September 2019

Report prepared by John Williamson MA MRTPI, Director, Cambridge Planning Services, an independent planning consultancy

September 2019

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Executive Summary

This report is commissioned by Cambridge City Council and South Cambridgeshire District Council, working jointly as the Greater Cambridge Shared Planning service. Its purpose is to help the authorities learn from the experience of preparing their recently adopted Local Plans, to inform the new joint Greater Cambridge Local Plan.

The views of a range of stakeholders with an interest in the adopted plans and new joint plan have been sought to gain an in-depth understanding of the lessons that can be learned.

The report also draws together good practice and guidance that exists with regard to Local Plan preparation and reaches overall conclusions, which could have a bearing on the preparation of the new joint Greater Cambridge Local Plan.

Lessons Learned

28 individuals from 18 stakeholder organisations representing a range of interests were invited to participate. 14 individuals were able to take part. Engagement was through structured interviews and discussion covering the plans' content and preparation.

There are acknowledged limitations to this type of research: the number of respondents, often with specific interests, means that the views expressed are not necessarily widely representative. However, this is a qualitative study and the nature of engagement allows for in-depth discussion and probing of views expressed. The findings represent stakeholders' genuinely-held views on the opportunities and challenges to carry forward into new plan, based on recent experience.

Participating stakeholders' views are recorded and analysed in the report. The findings also take account of the outcomes of recent stakeholder workshops run by the local authorities, which included a brief discussion of the lessons that might be learned from the preparation and content of the adopted plans.

The principal findings that are drawn from the interviews focus initially on those areas where there was some degree of consensus between stakeholders. The lessons highlighted in the report are:

- Most if not all stakeholders are generally supportive of the approach to and outcomes of the last round of plan-making, acknowledging the complexity and challenging nature of the issues, with acute development pressures and public scrutiny.
- The extent and type of engagement is important to most stakeholders, particularly where this can have a positive bearing on defining the key issues and options. This should occur before more formal consultation and should utilise a range of formats, reflecting the needs of different stakeholders.

- Consultation questions should focus on *how* key issues should be addressed, as this has a direct bearing on spatial and policy options, rather than questions where the answer may reasonably be considered to be self-evident.
- The plan's policy content should include a central focus on climate change and biodiversity, while travellers' accommodation needs remains a challenging issue that requires a strategic, corporate approach.
- Topic-based strategy documents could help bridge the gap between the technical evidence and the content of the plan itself; and could inform an iterative narrative to support the rationale for the plan's strategy.
- The length of the plan and the extent of supporting evidence should be more proportionate. These ambitions should be informed by a rigorous review of existing plan policies to ensure that only useful and effective policies are carried forward into the new plan.
- Ensuring effective information management and co-ordination of evidence production and presentation is critical, particularly given increased organisational complexity.
- For the examination, it is important to attempt to reduce the number of objections through a clearer approach to engagement with stakeholders throughout the plan preparation process. A proactive and assertive approach should be taken through early engagement with the Planning Inspectorate, to ensure key messages and lessons from the last, lengthy examination are conveyed and heard.

Good Practice

This section of the report considers good practice in plan-making in terms of national guidance and specific examples of joint Local Plans that might help inform the Greater Cambridge Local Plan.

Despite engagement for the project with practitioners and professional planning bodies, examples of good practice in plan-making are not easily to be found. New policy challenges and stringent soundness tests introduced with the publication of the National Planning Policy Framework (NPPF) in 2012 are a contributory factor.

In addition, with publication of the NPPF there has been a significant reduction in the amount and scope of national policy; and government has a diminished role in providing practical planning guidance, including good practice case studies.

The Planning Advisory Service has filled this breach to some extent. Its 2014 guidance on good plan-making remains the most comprehensive recent guidance of its type. It includes principles against which to measure effective plan preparation and outcomes, a number of which reflect the experience and lessons referred to by stakeholders engaged in this project.

Other aspects of good plan-making can be found in topic-based practical guides published by the Town and Country Planning Association.

The report of the Local Plans Expert Group to government provides guidance on proportionate approaches to Local Plan evidence and the style and content of plans.

The most positive experiences of joint planning on a scale and geography not dissimilar to that of Greater Cambridge can be found in the joint plans for Central Lincolnshire and Greater Norwich. Both of these groupings of three authorities have adopted and are now reviewing statutory joint plans. As such, both areas may have valuable experience and lessons to share.

Finally, the award-winning approach to stakeholder and public engagement in plan-making in the Lake District National Park, and the work of the Leeds Climate Commission provide examples of effective practice covering two topics that were highlighted by stakeholders as being of particular significance.

Conclusions

One of reason for scrutinising the last round of plan-making is to gain a better understanding of why the process lasted seven years, with more than half of this taken up by the post-submission examination stage. Some stakeholders suggested that this is largely down to the approach of the Inspectors who examined the plans, while others point to the nature of the strategy, the extent of objections and the weight of supporting evidence.

An important question for the authorities this time around is, despite the timetabling pressures already in place, could investment of more time at the front end of the overall plan process reap some benefits in the latter stages, particularly at examination.

1. Introduction

This report is commissioned by Cambridge City Council and South Cambridgeshire District Council, working jointly as the Greater Cambridge Shared Planning service. The two authorities adopted separate Local Plans towards the end of 2018¹ and have now embarked on the preparation of a statutory joint Greater Cambridge Local Plan. It is understood that this will involve a full review of the two adopted plans, which will extend the existing development strategy from its current end date of 2031, to at least 2040.

The authorities wish to learn from the experience of preparing the two adopted Local Plans to inform the new joint Local Plan. Work to develop the two plans to full submission draft versions took place between 2011 and 2014. The plans were submitted to the Secretary of State for examination in March 2014. In August 2018, the Inspectors conducting the examination issued their final report and concluded that the plans are sound, subject to a number of main modifications.

One of the main reasons for scrutinising the last round of plan-making is to gain a better understanding of why the process lasted seven years. The longest phase of the overall process was from submission to adoption, over four years. Much of this was taken up by the hearing sessions and the Inspectors' reporting time. These matters were, and are likely to remain in future, largely outside the control of the local planning authorities. However, the authorities consider it important to scrutinise critically and objectively the plan-making approach and process as a whole to understand the influence of different issues on intended outcomes and timescales.

The authorities consider that gathering the views of a range of stakeholders with an interest in the adopted plans and new joint plan is essential to gain a wider understanding of the lessons that can be learned than would be the case from a purely internal exercise. Consequently, the views of a range of interested stakeholders were sought on these matters, which are reported with accompanying analysis.

The report also draws together good practice and guidance that exists with regard to Local Plan preparation and draws overall conclusions, which could have a bearing on the preparation of the new joint Greater Cambridge Local Plan.

¹ The Cambridge Local Plan was adopted in October 2018 and the South Cambridgeshire Local Plan in September 2018.

2. Lessons Learned

2.1 Introduction

A range of stakeholders with an interest in the adopted Local Plans and the new joint Greater Cambridge Plan were invited to participate in the ‘Lessons Learned’ project. Their participation involved a structured interview, typically lasting between 45 minutes and an hour. Questions were open and non-technical, with the aim being to gain the respondent’s views on both the approach taken to the last Local Plans and how these reflections might influence thinking about the new Local Plan. The intention is that this will help to ensure that the preparation, process and outcomes are as effective as possible.

The topics covered in the structured interviews were as follows:

- the scope, content and structure of the Local Plans;
- programme and project management;
- the evidence base;
- the approach to issues and options;
- consultation and stakeholder engagement;
- policy development; and
- examination of the plans.

Around 28 individuals from 18 stakeholder organisations representing a range of interests were invited to participate. 14 individuals were able to take part. These included councillors, council officers and representatives of government agencies, higher education institutions and campaign groups. A response rate of 50% for a survey of this kind is positive, particularly as a good variety of interests participated, representing the general breadth of those invited as a whole. Invitees are listed in Annexe A, with those taking part marked with an asterisk.

The main points made during the interviews are provided below, with views summarised under the relevant topic heading. Views are provided anonymously rather being attributed to specific stakeholders. This was agreed at the outset of each interview as it is considered that non-attributable comments are more likely to reflect an open and potentially less guarded view.

The section that follows the interview summaries draws out the main lessons from the stakeholders’ views on the preparation and content of the adopted Local Plans. The implications of these findings for the Greater Cambridge Local Plan are then explored.

2.2 The Main Points made during Stakeholder Interviews

The headings set out below reflect the questions that were asked during the interviews, although in a number of cases several questions have been merged to provide a single heading.

In broad terms what was considered good or not so good about the content and/or preparation process of the adopted plans.

A number of stakeholders saw the plans as a clear progression from the previous 2006/7 plans (one respondent singled out various standards required by plan policies, such as internal and amenity space standards and mobility standards, as providing greater certainty of outcome from new development). One comment was that the most recent plans were an 'extension' of the strategy in the 2006/7 plans, which were more challenging plans to prepare as they were implementing a new development strategy first included in the 2003 Structure Plan.

Some acknowledged that both plans, but particularly the Cambridge Local Plan, are quite long. However, this could be seen as a positive response to a range of strategic and community-based local issues that needed to be addressed, including in response to matters raised through early engagement. On the other hand, some respondents commented that the plans were too long and should be more focused in terms of their content, including not repeating elements of national planning policy.

One stakeholder who had wider experience of plan-making considered the plans to be amongst the best in a national context, recognising the complexity and controversial nature of the issues. The strategy is inevitably the most challenging element, while the development management policies generally flow from the issues identified. The policies are considered to be comprehensive and well-expressed. More generally, there was recognition of effective collaboration and joint working between the two Councils. Another respondent referred to the development of a coherent strategy across the two areas.

Respondents recognised that the plans follow a largely standard format, but some considered that the content could better reflect the uniqueness of Greater Cambridge. This is captured to a large extent in the plans' visions, but is not so clearly followed through in the strategy or policies. One example given in this regard is the lack of a clear strategy to ensure that the area continues to thrive as a global research centre, with the implications of this 'translated on the ground'. Also, the plans do not go far enough for some respondents in utilising the area's particular intellectual resources and ability to respond locally to global challenges, for example with regard to being innovative in the use of renewable energy.

The view was also expressed that the plans do not strike a sufficient balance between what makes the area special and the impact on this of potentially unsustainable levels of growth. The implications of different levels of growth should

be assessed for their impact on quality of life and the environment. In particular, Cambridge is not just of national economic significance, it is also an internationally-recognised historic city. Consequently, the impact of development on the historic city should have been better understood through the Local Plans and the evidence to support them.

Some respondents commented on the challenges of joining-up spatial planning with transport strategy; and that some subsequent funding initiatives, particularly the City Deal, were essential to enable delivery of the plans' strategies.

A number of respondents highlighted the problems of establishing clear and agreed evidence of the level of housing need, including how this relates to and supports economic growth. Others commented on the length of time taken from inception to adoption and that the wider policy agenda had in the meantime moved on. It was felt in this regard that climate change and biodiversity are not adequately addressed, and that the approach to affordable housing is not up-to-date (national policy now requires viability to be assessed at a plan rather than individual site level). More generally, the danger of such a long preparation process is that the evidence as a whole, or key parts of it, might be out of date soon after a plan is adopted; for example, the 10% renewables target, which is based on old evidence and not sufficiently ambitious.

Member participation and engagement in the plans could have been more effective, particularly early in the process. All members of a council need to understand and have 'buy-in' to a plan, particularly to be able to explain it to local communities. Furthermore, the strategy and choices of development locations needed a stronger narrative to support them and to provide justification for the choices made and evidence underpinning this. In some instances, it appeared that the least preferred, or middle ranking, option for a development location was chosen and it was not clear why this was the case.

Concern was also expressed about an apparent lack of integration between the upper and lower tier authorities, where the more highways-focused approach of the county council does not always facilitate effective realisation of district councils' policies, including those dealing with urban design and climate change. More generally, there is a need for greater ambition in terms of achieving a greater modal split in favour of sustainable transport. District and county council officers considered that generally there was good engagement between the different local government tiers, with evidence of strong partnership working.

On a technical level, it was noted that the need to update the Cambridge Sub-Region Transport Model part way through the Local Plans process was not helpful. This raised consistency issues with the available evidence and caused some delay. There is now a much stronger base case and the modelling approach is in a more steady state, which will provide greater certainty for the new plan.

Supplementary Planning Documents have some limitations in their ability to deliver required outcomes on the ground. SPDs should be used sparingly, with more direction on development proposals in the plans themselves, or Area Actions Plans if these are required to provide more detail for implementation of strategic developments.

Reference was made to the dispersed nature of policies and that it would be better if policies are grouped together to reflect a particular policy approach or topic. One example cited was water management policies where the approach should be to present these as a single topic, integrated with other key issues such as biodiversity. It was felt that the Cambridge Local Plan provides the better model to follow in this regard for the new joint plan.

How effective was the approach to engagement in enabling views to be put forward; and were local communities with a stake in the plan(s) sufficiently well engaged?

A number of respondents were concerned about the clear distinction, as they saw it, between consultation and engagement. They felt that the plans tended to focus more on consultation where strategy and policies were already in place, or the Councils' thinking was well-advanced, and there was limited opportunity to influence outcomes. Most respondents wanted more and earlier stakeholder engagement, before issues and options consultation and/or throughout the plan preparation process to submission. One respondent linked this to the importance of the Councils bringing communities with them and explaining the purpose and outcomes of the plan.

Reference was made by a couple of respondents to the fact that the adopted plans did involve quite extensive early engagement with different approaches, including use of local media, exhibitions, parish forums, etc. A significant challenge, however, is engaging with those who typically don't participate (so called 'hard to reach' groups). For the new plan, the local authorities need to reflect on the resources and skills required to do this effectively.

One respondent referred to a 'missing stage' at the beginning of the process, a first stage which should pose very broad questions to try and achieve a degree of consensus about the direction of the plan and key issues. Workshops are welcome in this regard, but these should not be a one-off event but part of a wider approach to engagement before consultation takes place. Most people are trying through engagement to address the underlying objectives of the plan, but the approach to issues and options did not allow sufficient scope to do this. Some respondents considered that the second issues and options consultation on the plans should have been done earlier in the process and more time allowed to reflect on the implications for the strategy and policies.

It was noted that the approach to front-loading a plan's preparation and adequacy of engagement is an internal decision for the Councils and one that needs to be

proportionate in the overall plan process. However, the importance of engagement should not be under-estimated as it can help to achieve substantive outcomes as well as avoid concerns later in the process that inadequate engagement took place. On the same theme, another respondent noted that there is a difficult balance to achieve with early engagement, particularly given the range of different interests involved and the need to ensure that the plan's progress is not overly-prolonged.

The manner in which people and organisations are engaged is important. Government agencies welcomed one-to-one meetings with Council officers, while workshop-type meetings are more likely to be appropriate for groups of residents' associations or parish councils.

A number of respondents referred to the extent and depth of stakeholders' knowledge and experience, which could genuinely help deliver important objectives, for example around affordable housing or innovative measures to address climate change. An important consideration is achieving as much consensus as possible through engagement on the relevant issues and how they might be addressed *before* moving to issues and options consultation.

It was noted that engagement and consultation needs to be actively promoted in relation to both the plan and key related documents. For example, there were limited responses to consultation on the Sub-Regional Transport Strategy prepared alongside the Local Plans, but this is of significant importance to the plans and development strategy.

A representative of community interests commented that the quality of consultation documents was good, including the clarity of presentation, which was easily understood by the lay person. On the other hand, another stakeholder took the opposite view: the stages and nature of consultation was largely impenetrable and unmanageable for the average person.

One respondent considered that there had been positive engagement work between the Councils and residents' forums, capturing key issues and reflecting them back in the plans. Even if stakeholders didn't agree with the substance of the Councils' response, there is clear evidence of positive engagement. Positive and on-going engagement could help to manage down the number of objections to the next plan.

Another respondent noted that sharing draft policy wording before formal consultation, where it is specifically relevant to a particular government agency's interests, is helpful and enables potential objections to be addressed. However, it was less helpful not to be informed that an Area Action Plan for a strategic development location was to be downgraded to a Supplementary Planning Document, as this resulted in challenging delivery and policy issues.

Do the plans define a clear and locally relevant vision and objectives?

The majority of respondents felt that the visions in the two plans were strong and locally-focused. The greatest challenge, however, is relating the visions and objectives to the strategy and policies that should flow from them, as well as actually delivering clear outcomes supported by the necessary infrastructure. Some respondents felt that the visions had limited influence on the outcomes in terms of the strategy and policies.

In this regard, one respondent wanted to see more elaboration in the plans of how to maintain Cambridge as a compact city, i.e. the practical implications of this related to the spatial growth options presented. Another said that the plans felt like they were all about numbers - homes and jobs - rather than building communities.

Another respondent felt that the vision and objectives struck an appropriate balance between the needs of a growing population and city, and protection of what makes the area special, including the historic environment. Reference was also made to national policy concepts and issues that have arisen since the last plans that need to feature in the new vision, particularly the idea of natural capital, which is a cohesive concept bringing together elements of biodiversity, climate change, etc.

Another commented that the authorities had some challenges at the start of the plan-making process as they were operating in effect in a 'policy vacuum' with the introduction of the National Planning Policy Framework (NPPF) and loss of the topic-based national policy documents that it replaced.

Were the critical issues for the area set out clearly in the plans, particularly at the issues and options stage?

Some respondents felt that the issues and options consultation was too focused on spatial options in terms of housing numbers and development locations, rather than starting with the nature of the spatial strategy and the different broad options available. These could include, for example, a dispersed or more compact form of development, recognising the importance of public transport, infrastructure, growth corridors etc (reference was made to the Cambridge Futures type approach to options).

There was a general acknowledgement that issues and options is a critical stage for establishing key issues and engaging with stakeholders. However, some respondents felt that some questions asked in consultation documents were anodyne and often resulted in an answer that was easily anticipated or should be taken as a given; for example, most respondents are likely to agree that congestion is a key issue for Cambridge. The question that should be asked is *how* it should be addressed, as this has a direct bearing on policies and spatial options. One respondent noted that it took time to achieve consensus (where possible) and that this needs to be recognised in the overall timetable; and that the issues and options

engagement could have gone further in addressing particular issues, notably air quality.

One respondent observed that a joint issues and options stage on strategic issues, covering both plans would have been useful. Separate consultations on the two plans, which were intended to be closely aligned made it more difficult for some stakeholders to navigate their way through. This should be overcome through preparation of a single joint plan.

Several respondents considered that climate change was not sufficiently well addressed in the plans. This will need to be remedied in the new plan, where it will be important to look at what others are doing, particularly in the light of UK legislation for zero carbon by 2050.

Another respondent mentioned the need to co-ordinate the new plan with other relevant plans, notably the county-wide Minerals and Waste Local Plan. Neither this plan nor the current Local Plans have adequately addressed challenging issues that affect both plans, particularly the relocation of the Cambridge Water Recycling Centre to ensure that comprehensive development of the area can be undertaken. There needs to be a coherent and integrated approach between the Minerals and Waste Plan and the new joint plan.

Do the development strategy and policies respond effectively to the relevant issues?

Some respondents did not feel that this was the case. It was suggested that the relevant issues for the new plan should be considered at a strategic level initially, linked to in-depth stakeholder engagement. This could inform a series of topic-based strategies derived from the vision and objectives (for examples, with regard to climate change, sustainable energy use, transport, research capability). These would then be important drivers behind the spatial options and ultimate spatial strategy included in the plan (one respondent said that topic-based strategy documents could help bridge the gap between the technical evidence and the content of the plan itself; and could inform an iterative narrative to support the rationale for the plan's strategy).

Mention was made in this respect of the Cambridge and South Cambridgeshire Transport Strategy and the county-wide Long Term Transport Strategy, which were considered good examples of focused strategy documents that bridged the gap between the statutory Local Transport Plan (LTP) and the spatial strategy and policies in the Local Plans. More generally, a couple of respondents mentioned the significance of the Mayoral Combined Authority, particularly given its role as the Strategic Highway Authority. It is important in this regard that there is clarity about how and by whom transport strategy work on the new joint plan will be undertaken, particularly as the CA does not yet have a fully formed transport role.

Other respondents felt that there is a clear link between the evidence, strategy, sites and policies. On a specific policy area, mention was made of the need to ensure a more coherent approach to parking policy in the new plan, in the context of meeting overall transport objectives.

It was felt by some that housing numbers were the driving force and that this approach was not sufficiently responsive to some of the issues, particularly how to address affordability and mixed communities in villages. Mention was also made of the restrictions placed on more ambitious locally-based policies by national planning policy and regulations.

Reference was made to an apparent lack of integration in the plans with broader strategic issues, such as the relationship with the wider Cambridge sub-region (the ring of market towns previously defined in the 2003 Structure Plan) and with strategic transport links.

One respondent noted the need to monitor and review implementation of adopted policies to inform a new plan: the real test of a policy's effectiveness is through its application and use for development management purposes.

Is the evidence to support the plans relevant and robust?²

One of the main issues raised, perhaps unsurprisingly, is the approach to housing need. For the adopted plans this was disputed and controversial; some respondents were not clear that the government's standard methodology would overcome all the concerns in this regard, largely because the uplift needed to support the Greater Cambridge economy would remain divisive and controversial. The observation was made that it was difficult for residents and other representative groups to participate effectively in what was a highly technical and acrimonious debate.

Some respondents commented that sometimes it appeared that the evidence had been provided to support the chosen strategy, rather than the strategy being derived from the evidence. For example, it is not clear that the evidence was sufficiently justified or available to support the anticipated use of public transport required for some strategic development locations, ie the modal shift promoted was not realistically achievable given past history.

Rather than move to a sites-based strategy too quickly, it would be preferable to consider spatial options (for example, transport corridors or urban concentration, etc). Similarly, it is important to have topic-based strategies, such as climate change or transport, that have been developed through engagement and which can be used as a central part of the evidence to inform the spatial strategy and relevant policies.

² This and the three topics that follow were qualified during the stakeholder interviews by recognising that the independent Inspectors who examined the plans had found them sound with regard to these matters. However, the purpose of the questions is to see where, in the view of respondents, improvements might be made in developing the new joint plan.

There is recognition by a number of respondents of the burden on the authorities of the amount of evidence required to support the plan and putting it in place relatively quickly. One respondent noted the Inspectors' concerns raised at the hearings about navigating the *amount* of evidence that was produced to support the plans. This raises questions about whether the evidence was proportionate and the need to better manage the outputs of consultants to ensure that they are concise and manageable. Some respondents suggested that the evidence should be more focused and proportionate for the new joint plan. Despite this, respondents also noted that the evidence was generally robust and defensible; substantive deficiencies were only apparent in some of the evidence on housing need, justifying the approach to the development sequence and assessing the effect of development on the Green Belt.

One respondent suggested that there was more technical evidence and work on transport matters than was ideal. This was partly as a result of the authorities needing to respond to omission sites that were put forward by well-resourced objectors. It was noted, however, that this issue largely occurred as a result of the Inspectors allowing considerable debate on these sites, which isn't necessarily the experience at plan examinations elsewhere in the country. There is a challenge, however, for the new plan in deciding how much evidence an Inspector might wish to see, which involves an element of second-guessing, particularly because of the most recently challenging experience.

The authorities need to have the time and opportunity to stand back from the work and get a better understanding and objective view of the evidence and its relationship to the plans. Having a barrister in an advisory role early in the plan process should help with this, as their experience will enable them to help steer and present the evidence in the most effective way.

Another respondent noted the previous challenges related to making provision for travellers is likely to be carried forward into the new plan. This is partly due to inherent problems in assessing need arising from current government guidance, plus the need for a clearer strategy and vision for how to address the issue in Greater Cambridge. This should be a wider, corporate matter for members and senior officers rather than just a purely plan-making issue.

Mention was also made of the need for the plan to reference the requirement for Heritage Impact Assessments to be provided for strategic developments as early as possible.

The infrastructure delivery plan is important. It needs to strike a balance between certainty of what is required, at least at a strategic level, to deliver the strategy and some flexibility, recognising that costs can change.

One respondent noted the challenges of aligning evidence from a range of different partners, which will be more challenging for the new plan due to increased organisational complexity (the Combined Authority, Greater Cambridge Partnership,

Cambridge Ahead, etc). This requires a rigorous approach to programme and project management, and effective engagement between organisations.

Is the topic coverage and content of policies in the plans appropriate and effective?

It is important to learn from practical use of the policies for development management and enforcement purposes. What works and what doesn't, how should policies be changed, which policies should be carried forward into a new plan, and are some policies needed at all? This applies to other organisations that use the plan for development management purposes, notably the county council as highways and education authority and in its other regulatory roles.

Undertaking a rigorous policy review is essential to 'pruning' the existing plans and carrying forward only policies that are used and are effective. As a result, the new plan might be made more concise as well as reordering some sections and achieving a more effective integration of policies/topics (for example, climate change might be a thread that runs through a range of policies or it could be an 'umbrella' section in its own right which could include a number of relevant policy topics, such as green infrastructure, energy use, elements of sustainable transport, etc.). Given that the Councils have declared a climate emergency, it is reasonable to assume that this will be a central policy theme of the new plan.

There is a need for the overall approach to policies to achieve a balance between the national policy requirements of the NPPF and local circumstances.

At least one respondent referred to the need to consider reintroducing selective employment policies to protect land where it will contribute to effective clustering or use by the greatest GVA-generating uses.

Concern was expressed by one respondent that the Cambridge Local Plan did not appear to include a historic environment strategy for the city and, therefore, is not compliant in this regard with the NPPF.

Do the plans include sufficient information to demonstrate the viability and deliverability of the strategy?

Respondents noted the particular challenges associated with providing sufficient evidence on the deliverability of transport infrastructure to support new settlements.

Future-proofing the costs of infrastructure delivery has proved difficult; for example, the costs of delivering public transport outcomes in the A428 corridor appears to have increased significantly during the development of the plans. There is a need, therefore, to have a better understanding of long-term costs and their impact on the viability of strategic development locations. It is also important that partner organisations with funding responsibilities, for example through City Deal funding, are sufficiently well-rehearsed and joined-up with the Councils' narrative to provide a

credible funding picture (one respondent described this as a ‘moveable feast’). One respondent commented that improvements could be made to the approach to assessing viability between the local planning authorities and county council, particularly through earlier engagement on the issue.

However, it was also noted that with so much government funding support for large parts of the development strategy (for example, promoting Waterbeach, City Deal and devolved funding), it is difficult to see what more the authorities could do in this respect. Also, given the extent of the overall shortfall in infrastructure funding that afflicts nearly all plans, this is a common issue which cannot result in all plans being found unsound. However, the Mayor needs to be a more willing partner and engage in supporting enabling infrastructure to deliver growth. More generally, attempts need to be made to break the vicious circle of development coming forward with insufficient certainty about supporting infrastructure. For example, with regard to new utilities upgrades, the need for which often aren’t known until very late in the development process.

It was also important to challenge promoters’ of alternative sites claims that their sites are more viable and deliverable than those in the draft plans, which in many cases was patently incorrect. This issue is likely to arise with the new plan and so the authorities should be prepared.

One respondent supported the 40% affordable housing requirement but questioned its realism given that the requirement is usually challenged on viability grounds. In this regard, the requirement in national policy to assess viability at plan rather than site level is supported. However, it is important that stronger links are made between the overall viability of a strategy and its deliverability.

How might the examination stage of the plan process be made more efficient than for the adopted plans? Could the Councils do anything differently in this regard?

Strong views were expressed by nearly all respondents that the examination stage was too long and had a detrimental effect on the Councils’ ability to adopt and start implementing the plans in an efficient and effective manner. It was recognised in this respect that there is a limited amount the authorities can do where the approach of the individual Inspector largely dictates the progress of the hearings (although it was also noted that the need to produce expanded or updated evidence during the hearings contributed to the delays).

A couple of respondents talked about the importance of reducing, as far as possible, the number of objections to the plan, which would have a beneficial effect at examination. A better narrative and communications strategy supporting the plan, and justification/explanation of the development strategy could have helped in this regard. Another respondent referred to the need for a more concise plan, possibly with ‘daughter’ documents that wouldn’t need to be examined. It is important also to

structure the plan so that it is clearly expressed and presented, with strategic policies differentiated from those that are more local in nature.

Several respondents stressed the importance of early engagement with the Planning Inspectorate (PINS) on the new joint plan. Reference was made to PINS' standard practice some years ago of informal visits to local authorities to discuss the nature of the plan and implications for the examination, *before* the formal examination process begins. This would be undertaken by an Inspector who would not be involved in the examination of the plan but allowed for communication with PINS on broader, practical issues without compromising the independent testing of the plan's soundness.

More generally, some respondents suggested that the Councils need to be assertive in this regard and ensure early engagement with PINS to stress the need for more effective management of the examination process (for example, the programming of hearing sessions) to avoid a repeat of the lengthy process for the now adopted plans. Clearly, the sort of delays that occurred last time have real world implications, for example, in maintaining a five year housing supply, and PINS should be made aware of this.

One respondent commented that better engagement with partners, such as the county council, could help avoid delays. Early briefing on issues and single points of contact should avoid miscommunication or delays to producing evidence.

It would be helpful and more proportionate to inform stakeholders only about the issues they have raised, rather than notify all stakeholders about all the hearing sessions. The hearings should not be an opportunity to revisit some of the principles and fundamentals of the plans, which should have been resolved earlier (this stems from the need for investment of time up front in meaningful engagement).

At least one respondent voiced concerns about the lack of diversity of representation at the plans' hearing sessions. It was felt that residents' groups were under-represented compared to development interests who often seemed to dominate sessions. Reference was made to the importance of the pre-examination meeting to ensure a balanced representation of different interests.

Any other lessons or experience from involvement in the preparation of the adopted plans to comment on?

One respondent noted that the cycle of plan-making can be debilitating for both Council officers and stakeholders. Concerns were expressed about the Councils' capacity and resources to prepare the joint plan across a larger area and the extent of the necessary evidence. Reference was also made to the challenges of managing a complex backdrop of national and sub-national initiatives (such as the Cambridge-Oxford arc) and organisations (including the relationship with the Combined Authority).

A challenge for the new joint plan will be to ensure sufficient flexibility is built-in so that the plan and strategy can respond to external influences, or elements can be reviewed easily. On a positive note, one respondent considered that the county council would be in a better position with regard to preparing and presenting transport evidence as a result of the challenging experience of the last plans. Officers had learnt from this experience, which was evident at the more recent hearing sessions for the Huntingdonshire Local Plan.

It was suggested that the Councils should consider an innovative format for the next plan, utilising technology to provide a virtual and/or interactive plan that is easily accessible in digital formats. More generally, some respondents commented that the plans should be made as accessible to the public as possible, utilising a range of formats (technology and social media has moved on considerably since the adopted plans started their preparation). Also, it needs to be made clear at the beginning what the role and scope of the plan is, both the opportunities and limitations. It is important for the Councils to take people with them through genuine engagement using plain language.

One respondent observed that timescales for preparation of the submission draft plans was too tight; there was not enough time for officers to stand back and take a critical, objective view of how the plans were progressing, produce a good communications strategy and accompanying narrative, etc. It is also important to engage all members of the Councils to ensure that there is a good understanding of and support for the plans. This is particularly important if the administration changes part-way through a plan's preparation.

A representative of a government agency mentioned the opportunity for training-type sessions with the Councils, as part of early engagement, to understand the necessary issues and policy content of the new plan.

One respondent referred to the need for sufficiently responsive governance arrangements to oversee approval of inputs to the Local Plans; particularly with regard to county council governance. It would also have been helpful if there was more interaction between and briefing of county officers by districts. A single point of contact for different workstreams or topics needs to be identified in relevant organisations to ensure effective information management and clear, consistent messages. Discussions with a range of different people in a single organisation doesn't help in this regard.

2.3 Analysis of Stakeholders' Comments and Key Findings

It is important at the outset to note the limitations of this type of research project. With a relatively small number of respondents it is inevitable that not all comments will be representative of a wider view. Indeed, in many cases the nature of the respondents' specific and vested interests mean that their comments on particular issues are singular. Furthermore, the different interests and perspectives represented means that some opposing or contradictory views were expressed across the interviews. Clearly, where such comments are made these are not conducive to drawing broad conclusions.

However, this is a qualitative study and the nature of engagement with individual stakeholders compared to a workshop or other format, enabled an in-depth discussion and some probing of the views expressed. This is helpful to understand some of the issues in greater depth than may be possible through other forms of engagement. It also means that some ideas were articulated that, while only expressed by one or two stakeholders, could nonetheless be helpful to the local authorities in thinking about the approach to the joint Local Plan. Moreover, as noted in the Introduction, the response rate for a survey of this kind is positive, particularly as a good variety of interests took part, representing the general breadth of those invited as a whole.

The principal findings that are drawn from the interviews, in terms of lessons learned and implications for the new Local Plan, focus initially on those areas where there was some consensus between stakeholders. Individual ideas or comments that are of relevance are then considered.

A number of stakeholder workshops on the new joint Local Plan were undertaken by the local authorities recently. These included a brief discussion by stakeholders of the lessons that might be learned from the preparation and content of the adopted plans. Given that these findings are relevant to this project, regard has been had to this aspect of the workshops, and the report of the workshops is referred to where appropriate.

It is also important to recognise that most if not all stakeholders were generally supportive of the approach to and outcomes of the last round of plan-making. In particular, respondents acknowledged the complexity and challenging nature of producing plans for Greater Cambridge, where development pressures and public scrutiny are acute.

The main points where there was some consensus amongst respondents, or provide practical ideas to carry forward into preparation of the new plan, are set out under each of the topic headings in the following section. These are, essentially, the core lessons drawn out by stakeholders which, it is judged, could have a practical effect on the new plan's preparation and content. Each section includes a commentary and analysis, which is then drawn together into overall conclusions.

Overview of the Content and Preparation of the Adopted Plans

- The visions of both plans captured the uniqueness of Greater Cambridge as a place, but this was not so clearly followed through in the strategy or policies.
- Both plans, particularly the Cambridge Local Plan, are quite long and possibly could be more concise.
- The plans did not go far enough in utilising the area's intellectual capital and ability to respond locally to global challenges.
- Climate change and biodiversity were not adequately addressed.
- Supplementary Planning Documents should be used sparingly, with more direction on development proposals in the plans themselves or, where necessary, Area Actions Plans.
- Some policies on the same topic were dispersed; policies should be grouped together to reflect a particular policy approach or topic, eg water management policies.
- Standards required by plan policies provide greater certainty of outcome from new development, such as internal and amenity space standards and mobility standards.

These main points cover the full breadth of the plans' preparation and content. They can, however, be grouped into the following themes: the cohesiveness, structure and length of the plans; policy content and use of separate, supplementary documents; and ensuring effective opportunities for engagement and utilising the outcomes from this, wherever possible.

The authorities may, of course, feel that some or most of these comments (and others below) are not fully justified and that the plans do respond to these issues as effectively as possible, given the circumstances. Furthermore, it may be self-evident that some of the issues raised will need to be addressed in pursuing a new plan; the more fundamental question might be *how* this is to be done in the most effective way. However, it is important to acknowledge the points made at face value, given that they represent the genuinely-held views of a range of stakeholders. As such, even if they reiterate matters which the authorities are already well aware of, they can be considered as helpful in raising awareness of the views of external partners who are likely to be influential in the plan's successful development.

In terms of carrying these matters forward, there will be additional opportunities and challenges arising from the preparation of a joint statutory plan, compared to two separate plans as previously. For example, the vision for the growth of Greater Cambridge will have to be more than the two separate visions stitched together. Furthermore, the wider point made by stakeholders about the need for a cohesive relationship between the vision, strategy and policies is one that needs to be borne in mind.

Thinking of the plan in this holistic way could help to respond to other issues raised by stakeholders. For example, if climate change or natural capital are significant

issues that the authorities are going to address³ then these are likely to be reflected in the vision and/or objectives. Their significance in this regard could then influence both elements of the spatial options that arise to respond to development needs, and the nature and presentation of policies. On this latter point, the coverage of two former plan areas by a single plan provides the opportunity for a rigorous policy review, taking the best and most effective from the two plans while also thinking critically about the nature, grouping and integration of policies as a whole across the new plan.

Early and on-going engagement in plan preparation is a major theme that is raised through the study as a whole. This, together with the other issues raised under this first broad topic, are considered in more detail below.

The Approach to Engagement

- There should be more and earlier stakeholder engagement, before issues and options consultation.
- An important consideration is achieving as much consensus as possible through engagement on the relevant issues and how they might be addressed *before* moving to issues and options consultation.
- Workshops are welcome but these should not be a one-off event, but part of a wider approach to engagement before consultation takes place.
- The manner in which people and organisations are engaged is important.
- Where appropriate, sharing draft policy wording before formal consultation is helpful and enables potential objections to be addressed.

This is the area of plan-making which garnered the most consistent comments across all stakeholders. Respondents were keen to emphasise the difference between engagement and consultation as they saw it with regard to the last round of plan-making. The comments made can be summarised as relating to the amount and timing of engagement, the type of engagement, and the desire for some informal as well as formal consultation.

This was also an issue raised by most groups involved in the recent stakeholder workshops run by the authorities, notably by parish councils, residents' associations and other community groups. While the workshops were welcomed as an example of early engagement, from the comments recorded there appears to be a desire and expectation that more engagement will take place before formal consultation.

There is also a clear desire amongst stakeholders from this study for more engagement before (and possibly after) formal issues and options consultations take

³ Addressing climate change is one of the core land use planning principles which the National Planning Policy Framework expects to underpin both plan-making and decision-taking. In addition, there is a statutory duty on local planning authorities to include policies in their Local Plan designed to tackle climate change and its impacts.

place, compared to the approach taken for the now adopted plans. On one level, this is unsurprising as it reflects one of the main opportunities for stakeholders to seek to influence the plan; on the other, it also highlights some of the perceived shortcomings of consultation compared to more in-depth stakeholder engagement.

Strong messages about the importance of front-loading plan preparation, with investment in appropriate stakeholder engagement, have been a feature of government and other guidance in recent years. However, this has to be placed in the context of overall plan timetables and imperatives to make progress with a plan review. Much of this now derives from the expectation that plans will be reviewed regularly, not least to ensure an adequate housing supply position, with increasingly punitive penalties for not achieving this.

Clearly, the authorities will be alive to the significant tension in these elements of plan-making: the need for effective stakeholder engagement and the investment of time and other resources this is likely to take, against the need to review the plans in a timely manner. However, the importance of stakeholder engagement should not be under-estimated in terms of its ability to draw out significant issues for the plan and, wherever possible, to achieve a broad(er) consensus of views and to gain stakeholder 'buy-in' that can be beneficial later in the plan process. Any such engagement needs careful planning and resourcing to be most effective, utilising a range of approaches best-suited to the type of stakeholder targeted.

Plan Content – Vision and Objectives

- The visions had limited influence on the outcomes in terms of the strategy and policies.
- National policy concepts and issues that have arisen since the last plans need to feature in the new vision, particularly the idea of natural capital.

There was a general view amongst stakeholders that the vision in each plan is specific to the area and reflects the issues and outcomes that need to be addressed. It is clearly challenging to satisfy all stakeholders that the plans as a whole fully reflect the vision. Different stakeholders may place different emphases on aspects of a vision according to their particular interests. However, the comments above in respect of the overview of the plan by stakeholders are relevant here, particularly thinking about the plan holistically from the outset to try and achieve a cohesive relationship between the vision, strategy and policies.

With regard to the second bullet point above, the authorities will no doubt reflect on the matters they are required by national policy to address in the new plan. However, broad concepts such as climate change and natural capital provide an opportunity to integrate these across a plan as well as, more generally, to organise and integrate policies in an effective manner.

Defining the Issues and Options

- The issues and options consultation was too focused on housing numbers and spatial options in terms of development locations, rather than starting with the nature of the spatial strategy and the different broad options available, for example a dispersed or more compact form of development, recognising the importance of public transport, infrastructure, growth corridors etc.
- Questions should focus on *how* key issues should be addressed, as this has a direct bearing on policies and spatial options.
- There is a need for co-ordination with other relevant plans, notably the county-wide Minerals and Waste Local Plan.

A number of stakeholders felt that the issues and options stage for the adopted plans was not sufficiently broadly-based in terms of considering the options for the type of strategy that would be most appropriate. This point might reasonably be linked to the desire for further early engagement before consultation, which could help to address or further define some of these issues. The last plans were informed by a Sustainable Development Strategy, and one of the possible approaches to the new plan could be similarly to define, including through stakeholder engagement, what are the main elements of sustainable development as it pertains to Greater Cambridge.

A Statement of Common Ground across the two councils' areas might take established facts and areas of consensus as a basis for developing thinking on this, including through stakeholder engagement. For example, it is understood that both Councils have declared a climate emergency and this fact, combined with the statutory duty to take account of climate change in plan preparation, means that this issue would be expected to be a central driver of the spatial strategy and policies of the new plan.

This would also enable some input from stakeholders to the *how* element referred to in the second bullet point. An important overall point in this regard is to achieve an appropriate balance between the amount of time invested in effective stakeholder engagement before issues and options consultation so that the consultation stage is as effective as possible in presenting well-grounded ideas to a wider audience.

In this regard, stakeholder engagement combined with issues and options consultation provides the basis for flushing out some of the hard choices and compromises that the plan may need to make⁴. For example, if transport emissions is one of the main contributors to climate change then a strategy of urban densification and concentration rather than dispersal might be a favourable option. However, there is likely to be a need to balance this against the effects on views of the city's historic centre and potential loss of Green Belt land. Other options may enable a more dispersed strategy if sites are connected to services and facilities by

⁴ Depending on the levels of development that are identified and need to be accommodated in substantive new development locations and sites.

low emissions public transport, thereby reducing any climate change impacts. But this may in turn present potential challenges around viability and deliverability.

It is unclear whether concerns about the relationship of the Local Plans to other plans, particularly the Minerals and Waste Local Plan, are well-founded. However, the wider lesson is to ensure that, at the very least, it is explicit that regard has been had to other relevant plans and strategies, even if they have not subsequently had a direct influence on the Local Plan under preparation.

Plan Content – Development Strategy and Policies

- Relevant issues should be considered at a strategic level initially, linked to in-depth stakeholder engagement. This could inform a series of topic-based strategies derived from the vision and objectives (for example, with regard to climate change, sustainable energy use, transport, research capability). These would then be important drivers behind the spatial options and ultimate spatial strategy included in the plan.
- Topic-based strategy documents could help bridge the gap between the technical evidence and the content of the plan itself; and could inform an iterative narrative to support the rationale for the plan's strategy.
- There is a need for integration with broader strategic issues, such as the relationship with the wider Cambridge sub-region (the ring of market towns previously defined in the 2003 Structure Plan) and with strategic transport links.
- Monitoring and review of implementation of adopted policies is important as the real test of a policy's effectiveness is through its application and use for development management purposes.
- Undertaking a rigorous policy review is essential to 'pruning' the existing plans and carrying forward only policies that are used and are effective. As a result, the plans might be made more concise as well as reordering some sections and achieving a more effective integration of policies/topics.
- There is a need for the overall approach to policies to achieve a balance between the national policy requirements of the NPPF and local circumstances.

The first two bullet points further reflect on stakeholders' experience, based on the last plans, about how the strategy and policies might be developed. Topic-based strategy documents were used effectively for the last local plans, particularly with regard to the sub-regional transport strategy, and the idea is that this approach could be expanded to cover other areas.

The point made about the need for wider integration with the former Cambridge sub-region plays into the role of the Combined Authority and the Mayor's ambitions for a strategic spatial strategy. The transport corridor studies commissioned by the CA are likely to have a bearing here as well as other initiatives, such as the market town

strategies. The Duty to Co-operate with neighbouring authorities also provides an important driver for these matters.

A theme that runs through a number of the issues raised by stakeholders, and also from the recent workshops, is the need for effective policy review. A rigorous and comprehensive review of the use and effectiveness of the policies from both plans would appear to be a common sense pre-requisite for deciding whether policies are carried forward to the new Local Plan.

Supporting Evidence

- Housing need evidence was disputed and controversial; it is not clear that the government's standard methodology will overcome all the concerns in this regard.
- It was difficult for residents and other representative groups to participate effectively in what was a highly technical and acrimonious debate.
- It is important to have topic-based strategies, such as climate change or transport, that have been developed through engagement and which can be used as a central part of the evidence to inform the spatial strategy and relevant policies.
- If possible, the evidence should be more focused and proportionate, with a need to better manage the outputs of consultants to ensure that they are concise and manageable.
- The authorities need to have the time and opportunity to stand back from the work and get a better understanding and objective view of the evidence and its relationship to the plans. Having a barrister in an advisory role early in the plan process should help.
- Previous challenges related to making provision for travellers are likely to be carried forward into the new plan. This is partly due to inherent problems in current government guidance, plus the need for a clearer strategy and vision for how to address the issue in Greater Cambridge.
- The infrastructure delivery plan needs to strike a balance between certainty of what is required, at least at a strategic level, to deliver the strategy and some flexibility, recognising that costs can change.
- Aligning evidence from a range of different partners will be challenging due to increased organisational complexity. This requires a rigorous approach to programme and project management, and effective engagement between organisations.

Concerns remain for some stakeholders, both through this project and at the workshops, that the prolonged and challenging housing debate at the last examination will be repeated. Confidence in the government's standard methodology is limited in this regard. With little experience of the new method being tested in practice, it remains to be seen whether these concerns will be realised and, therefore, there are limited lessons that can be drawn from this matter. Also, it is

likely that the approach to the debate will depend to a great extent on the appointed Inspector(s).

More generally, there is a recognition that the last plans had significant amounts of supporting evidence and it is not clear that this could reasonably be seen as proportionate. The lessons in this regard relate to the need for effective management of consultants involved in producing evidence, the value of having legal advice earlier in the process and the need for clarity from the outset about the role of partner organisations in providing evidence to inform and support the plan.

Reference was also made to the challenges presented by the approach to travellers in the plan. Part of this stemmed from the inherent problems in government guidance, but also from the lack of a clear strategy or narrative to explain the Councils' approach to this issue. Consideration needs to be given to whether and how this issue can be addressed more effectively in the new plan.

Demonstrating Deliverability and Viability

- There is a need to have a better understanding of long-term costs and their impact on viability of strategic development locations.
- Partner organisations with funding responsibilities, for example through City Deal funding, need to be sufficiently well-rehearsed and joined-up with the Councils' narrative to provide a credible funding picture.
- Improvements could be made to the approach to assessing viability between the local planning authorities and county council, particularly through earlier engagement on the issue.

Demonstrating soundness in plan-making in relation to these matters has been difficult for many authorities. There appears to be no consistent benchmark for what is proportionate evidence in this regard. As one respondent noted, the extent to which the Inspectors allowed detailed consideration of omission sites resulted in greater challenges with regard to this issue. This might not occur in the same way again, although the authorities need to take the experience of the last round of plan-making and use it as effectively as possible with regard to the new plan. This includes ensuring that partner organisations involved in funding co-ordinate their evidence and input to the plan-making process and particularly the hearing sessions.

The Examination

- The examination stage was too long and had a detrimental effect on the Councils' ability to adopt and start implementing the plans in an efficient and effective manner.
- It is important to reduce, as far as possible, the number of objections to the plan as this would have a beneficial effect at examination. A better narrative

and communications strategy supporting the plan, and justification/explanation of the development strategy could help.

- There needs to be early engagement with the Planning Inspectorate (PINS) on the new joint plan. The Councils need to be assertive in this regard and ensure early engagement with PINS to stress the need for more effective management of the examination process (for example, the programming of hearing sessions).
- Better engagement with partners could help avoid delays. Early briefing on issues and single points of contact should avoid miscommunication or delays to producing evidence.
- There was a lack of diversity of representation at the plans' hearing sessions, with residents' groups under-represented compared to development interests who often seemed to dominate sessions.

There is consensus amongst stakeholders that the examination phase was far too long and onerous for all parties. Participants in the recent workshops concurred with this view. Stakeholders recognised some of the limitations in the Councils' ability to shape the examination and hearing sessions, as this is largely for the appointed Inspector(s), although better engagement throughout the plan process could help to reduce the number of objections to the plan. There is also a strong view that the authorities should seek early engagement with PINS, if possible, to ensure that the Inspectorate is at least aware of the need to avoid similar issues relating to the programming and overall length of the hearing sessions.

Ensuring a proportionate approach to the evidence to support the plan, early engagement of a barrister to provide advice, a communications strategy and strong narrative around what the plan is seeking to achieve, as well as ensuring partner organisations are well-rehearsed and consistent in their approach, should all help.

Other Issues

- An innovative format for the next plan should be considered, utilising technology to provide a virtual and/or interactive plan that is easily accessible in digital formats. More generally, plans should be made as accessible to the public as possible, utilising a range of formats.
- Timescales for preparation of the submission draft plans was too tight; there was not enough time for officers to stand back and take a critical, objective view of how the plans were progressing, produce a good communications strategy and accompanying narrative, etc.
- It is important to engage all members of the Councils to ensure that there is a good understanding of and support for the plans.
- It would have been helpful if there was more interaction between and briefing of county officers by districts.

- A single point of contact for different workstreams or topics needs to be identified in relevant organisations to ensure effective information management and clear, consistent messages.

Stakeholders participating in this project and those involved in the workshops were keen to see the plans available in innovative and accessible formats, although cost must be a consideration in this regard. The question of overall timescales for the plan's preparation is critical and relates in part to the extent of stakeholder engagement and issues and options consultation, as well as the number of representations received during the various consultation stages.

It is likely that, based on previous experience, the Councils will also have substantive concerns about the length of the examination, although it is to be hoped that the same exceptional experience will not occur again. The more general point here is to ensure that the plan is managed effectively as a project with the purpose and timescale for each stage carefully mapped out. Similarly, on a practical level, organisational complexity can lead to challenges for this sort of project so it is important that there is clarity of roles and main points of contact for specific issues.

2.4 Conclusions

This is a qualitative study that has elicited a range of views from different stakeholders on their experience of the last round of Greater Cambridge plan-making. Unsurprisingly, some views narrowly reflect the respondent's particular interest and some contradict the views of other stakeholders. Nonetheless, a range of issues and lessons have emerged which are likely to be of significance for the new plan. The local authorities will be aware of many or most of these, but they are helpful in confirming the key issues that stakeholders consider will have a bearing on preparation of the new plan.

Consensus emerged from this project and the recent workshops around a number of issues. The **extent and type of engagement** is important to many stakeholders, particularly where, it is felt, this can have a positive bearing on defining the key issues and options. In their view, this should occur before more formal consultation and should utilise a range of formats, reflecting the needs of different stakeholders.

Consultation questions should focus on *how* key issues should be addressed, as this has a direct bearing on spatial and policy options, rather than questions where the answer may reasonably be considered to be self-evident.

Topic-based strategy documents could help bridge the gap between the technical evidence and the content of the plan itself; and could inform an iterative narrative to support the rationale for the plan's strategy.

The **length of the plan** and the **extent of supporting evidence** should be more proportionate. These ambitions should be informed by a rigorous **review of plan policies** to ensure that only useful and effective policies are carried forward.

The plan's **policy content** should include a central focus on climate change and biodiversity, while travellers' accommodation needs remains a challenging issue that requires a strategic, corporate approach.

Ensuring **effective information management** and **co-ordination of evidence** production and presentation is critical, particularly given increased organisational complexity. The role of the Combined Authority needs to be clarified in this regard.

Finally, with regard to **the examination**, it is important to attempt to reduce the number of objections through a clearer approach to engagement with stakeholders throughout the plan preparation process. In addition, a proactive and assertive approach should be taken through early engagement with the Planning Inspectorate, to ensure key messages and lessons from the last, lengthy examination are conveyed and heard.

3. Good Practice

3.1 Introduction

An intentional distinction is made in this section between ‘good’ as opposed to ‘best’ practice. As one stakeholder commented, in his experience there are no Local Plans that have not faced some challenges during their route to adoption. Consequently, there are no obvious examples of recent Local Plans, taken as a whole, that can be highlighted as ‘best practice’ in plan-making.

Furthermore, discussion for this project with practitioners and professional bodies has elicited very few specific examples of particularly effective practice in plan-making. This is likely to be, in part, because of reluctance to draw attention to any particular plans due to concerns that these, in whole or part, might be copied slavishly or that they do not live up to expectations of what good practice is envisaged to be by different practitioners.

This reluctance or inability to point to examples of good practice in plan-making is also likely to stem from the shifting backdrop of national policy and guidance in recent years. Some of the national policy requirements introduced since 2012 have proved challenging in practice. These include the requirement to assess objectively the level of housing need and the duty to co-operate with neighbouring authorities and other bodies. A number of plans have been found unsound as a result of these requirements, while others have only just made it over what is generally considered to be a ‘high bar’ for plan-making and soundness.

Against a backdrop of these challenging requirements for Local Plans it is perhaps unsurprising that it is difficult to find recent examples of good practice.

Since the radical reduction of topic-based national guidance, from some 7000 pages to just 50 in the form of the National Planning Policy Framework, the amount of national guidance on plan-making, amongst other issues, has diminished significantly.

The national guidance that is now available, in the Plan-Making section of the Planning Practice Guidance, is limited in its content and scope compared to previous documents such as Planning Practice Guidance Note (PPG) and Planning Policy Statement (PPS) 12: *Local Plans*. Moreover, in the past government actively commissioned companion or supplementary guidance documents to PPGs and PPSs that included case studies and which, therefore, effectively amounted to good practice at a national level advocated by government⁵.

Consequently, given this paucity of good practice guidance and practical examples of Local Plans, this section of the report is of necessity relatively limited in its scope. It focuses initially on guidance on good plan-making issued since the publication of

⁵ For example, *Making Plans, a Practical Guide: Good Practice in Plan Preparation and Management of the Development Plan Process*. Office of the Deputy Prime Minister, 2002.

the NPPF, which is considered to be of some relevance to plans being prepared now. It then goes on to consider any examples of practical significance for the Greater Cambridge Local Plan in recently adopted plans or plans currently in preparation.

3.2 Good Practice Guidance

National planning organisations, such as the Royal Town Planning Institute (RTPI), Town and Country Planning Association (TCPA) and Planning Officers' Society (POS), have not produced any comprehensive good practice guidance on plan-making of note since 2012 when the first version of the National Planning Policy Framework was published.

The TCPA, however, regularly publishes good practice guidance and other practical guides on a range of planning topics, a number of which have a bearing on aspects of good plan-making. For example, its series of 'TCPA Practical Guides' includes *Guide 11, People Planning and Power*⁶. This is described as a practical guide which provides an overview of the policy requirements, background principles and practices for securing effective public participation.

The most comprehensive and recent guidance, which is most likely to be of relevance is the Planning Advisory Service's (PAS) *Good Plan Making Guide, Plan Making Principles for Practitioners*⁷. This was published in September 2014 and, therefore, post-dates publication of the National Planning Policy Framework. While updates to the NPPF have been published since, these do not fundamentally change the principles included in the PAS guidance.

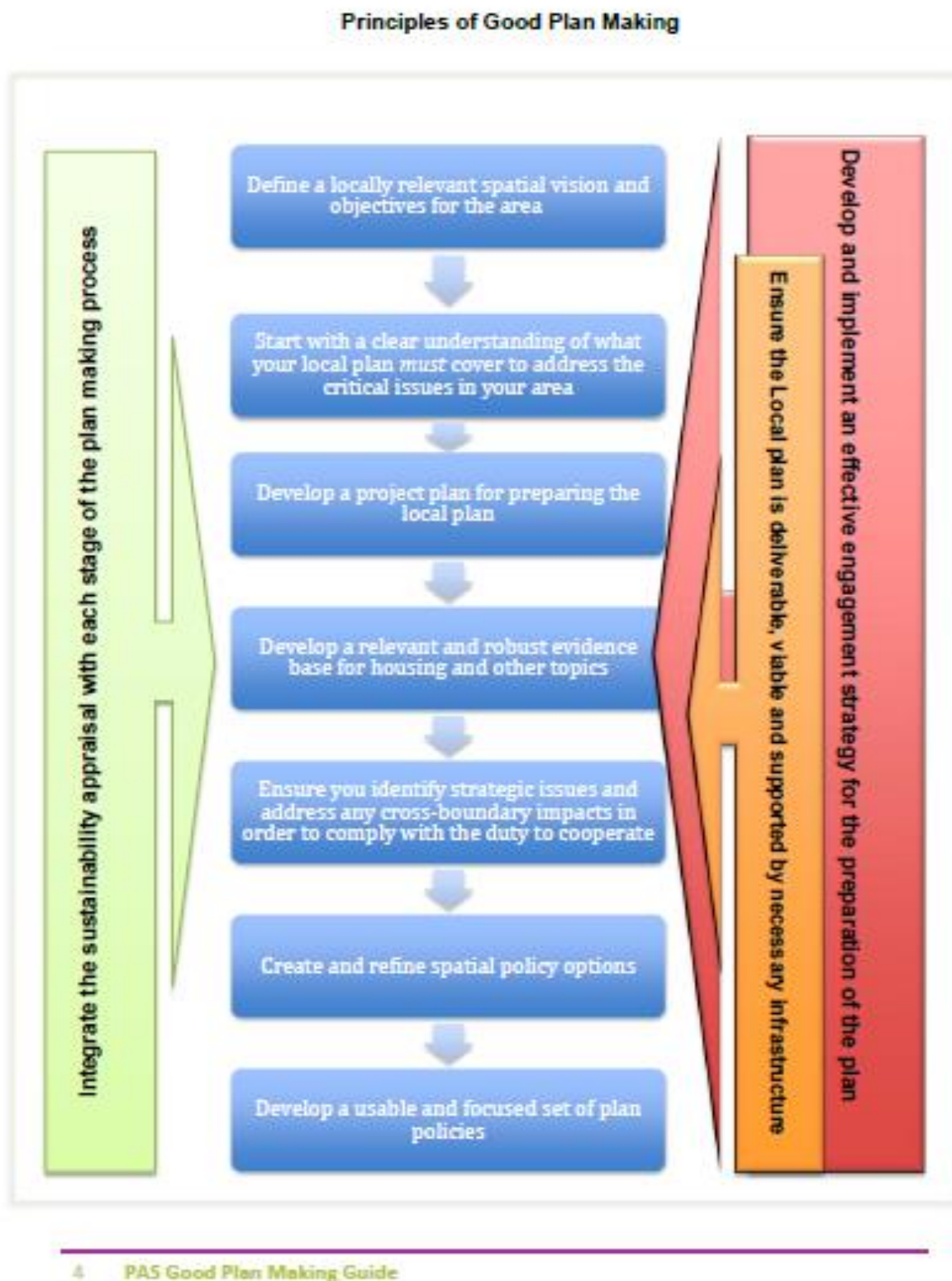
The purpose of the guidance is to identify key principles for successful plan making and to highlight some of the core tasks that will need to be undertaken to develop a Local Plan. The guidance is based on ten good practice principles, which reflect the requirements of the NPPF and the soundness tests against which a plan is assessed at examination. Separate sections of the guidance cover each of the principles, which are as follows:

- Define a locally relevant spatial vision and objectives for the area.
- Start with a clear understanding of what your local plan must cover to address the critical issues in your area.
- Develop a realistic project plan for preparing the local plan.
- Integrate the sustainability appraisal with each stage of the plan making process.
- Develop and implement an effective engagement strategy for the preparation of the plan.
- Develop a relevant and robust evidence base for housing and other topics.
- Ensure you identify strategic issues and address any cross-boundary impacts. This will help you demonstrate how you have met the duty to cooperate.
- Create and refine realistic spatial policy options.
- Develop a usable and focused set of plan policies.
- Ensure the local plan is deliverable, viable and supported by necessary infrastructure.

⁶ TCPA Practice Guide 11: <https://www.tcpa.org.uk/tcpa-practical-guides-guide-11-people-planning-and-power>

⁷ PAS Good Plan Making Guide: <https://www.local.gov.uk/sites/default/files/documents/entire-guide-4c0.pdf>

The guidance advises that in practice the tasks associated with each principle will often be undertaken in parallel and iteratively as illustrated in the diagram below.



These principles cover a number of the issues and lessons raised by stakeholders through this project and, therefore, the Councils may find it helpful to (re)consider the guidance in respect of the new Local Plan.

Other noteworthy documents produced in recent years include the report of the Local Plans Expert Group, published in March 2016⁸. This was commissioned by the government with a remit to consider how local plan making can be made more efficient and effective. As such, it does not deal with good practice directly but principally makes recommendations for changes to the plan-making system, some of which have been incorporated into revised versions of the NPPF or legislation.

One of its proposals in this regard resulted from the finding that local communities feel excluded from the plan-making process. One response was to recommend that the first stage of engagement (Regulation 18) should principally enable the community to express their views about their vision for the area and their views on all relevant issues. It was considered by the expert group that this and other changes would substantially improve community engagement, whilst speeding up plan-making.

This recommendation, which was implemented by government, does not chime fully with the experience of stakeholders from this project. Many made a distinction between consultation and engagement, with a clear view of the benefits of early engagement rather than one-off consultation as recommended and implemented through the report. This does, as recognised by the expert group, add to the timescale of plan-making, but clearly there is a balance to be achieved.

Other areas of interest and relevance are that the report's appendices draw together a list of requirements for a Local Plan and a list of the necessary evidence base, to assist plan makers. The report identifies the scope for a proportionate approach to both; and also provides guidance and recommendations for the style of Local Plans. All these matters were raised by stakeholders who participated in this project and, therefore, are worth further consideration.

The final publication that has some bearing on the experiences and lessons found from this project is the letter published by the then Secretary of State for Housing, Communities and Local Government in June 2019 to the Chief Executive of the Planning Inspectorate⁹. This concerns, amongst other matters, the role of the Inspectorate in examining Local Plans. It includes a clear message that the Secretary of State expects Inspectors to be pragmatic in getting plans in place that, in line with paragraph 35 of the NPPF, represent a sound plan and that Inspectors should be consistent in how they deal with different authorities. This is helpful with regard to the examination of the new joint plan, particularly set against the experience from the last round of plan-making.

⁸ LPEG Report: <http://lpeg.org/wp-content/uploads/2016/02/Local-plans-report-to-governement.pdf>

⁹https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/813180/Local_Plan_examinations_letter_to_the_Chief_Executive_of_the_Planning_Inspectorate.pdf

3.3 Examples of Good Practice in Plan-Making

The profile of joint planning nationally is currently focused on sub-regional, strategic scale plans, typically involving four or more local authorities working together. These are vehicles for addressing geographies and issues that in the past would have been dealt with through statutory strategic plans (structure plans and the sub-regional chapters of regional spatial strategies). Current examples include joint plans in the West of England (four authorities focused on Greater Bristol), south Essex (six authorities in the Essex Thames Gateway) and south-west Hertfordshire (five authorities).

Some groups of authorities are working on non-statutory spatial strategies to provide high-level guidance for the preparation of Local Plans. However, the particular examples referred to above all involve statutory joint plans and, therefore, in terms of the preparation process and the need to address some issues at a larger than single plan scale, they bear some similarities to the joint Greater Cambridge Plan. However, there are good reasons why these joint plans do not represent examples of effective practice that provide useful lessons for Greater Cambridge.

Firstly, the scale and ambition of these plans has often led to a lack of visible progress and outputs, certainly in the case of Essex and Hertfordshire. Furthermore, the current local plans system does not lend itself particularly well to joint plans on this scale, which are ultimately filling a vacuum left by former strategic-scale statutory plans.

The most advanced plan is that for Greater Bristol, which has been submitted for examination with initial hearing sessions taking place earlier this year. However, serious concerns have been expressed by the examining Inspectors about the joint plan's soundness. This is largely because it is not clear that the authorities considered properly the reasonable alternatives and options that might exist to accommodate development across the large area covered by the plan. Instead, it appears that the approach taken is to stitch together the four separate administrative areas on the basis that they each accommodate a broadly equitable amount of development. Some commentators have noted that this is to avoid difficult political decisions about the implications of Bristol's growth for the green belt surrounding the city.

While this is clearly not good practice, more the opposite, it will be instructive for the Greater Cambridge authorities to be aware of the reasons for the Inspectors' concerns as there are likely to be broader lessons for joint planning that are likely to be of relevance.

There are examples of statutory joint plans on a smaller scale, involving fewer authorities that have been found sound and subsequently adopted. As such, while it is not possible in the scope of this project to point to specific issues or details of their preparation and/or content as good practice, it is probably worth the Greater Cambridge authorities investigating them further.

The first is the Central Lincolnshire Local Plan, adopted in April 2017¹⁰. This is a joint statutory plan involving three local authorities and covering the administrative areas of the City of Lincoln, West Lindsey and North Kesteven. Overarching governance is provided by the Central Lincolnshire Joint Strategic Planning Committee. The plan is currently subject of an early review.

The adopted plan follows a largely standard format, with a settlement hierarchy and development needs accommodated in accordance with this. Development is focused on the city of Lincoln, then surrounding market towns and villages. Therefore, the geography of the wider area is not dissimilar to Greater Cambridge, although the development pressures and issues are clearly not the same. However, the plan does make provision for significant growth, with some 37,000 new homes to be accommodated over the plan period.

The other example is the Greater Norwich Local Plan, currently in preparation (although this follows the earlier adopted Greater Norwich Joint Core Strategy). This also involves three authorities – Broadland District Council, Norwich City Council and South Norfolk Council – working together to produce a joint statutory Local Plan. Governance of the joint plan is provided by the Greater Norwich Development Partnership Board. Work on the plan started in mid-2106 with adoption anticipated in September 2021.

Again, the geography is similar with the focus of growth on the city of Norwich surrounded by a largely rural hinterland with some market towns and a range of different sized villages. Information about the evidence base for the plan, the approach to consultation and growth options is provided on the joint plan website¹¹.

These two plans provide perhaps the best recent comparable examples to the Greater Cambridge situation in terms of preparing a joint plan. The Cambridge authorities may, therefore, find it helpful to compare experiences and consider if there are lessons to take from preparation of either or both plans. This could include speaking to officers involved in the preparation of the plans.

As noted, the scope of this project does not allow for a wide-ranging examination of possible good practice in terms of individual topics in Local Plans. Indeed, the lack of any obvious recommendations of good practice from practitioners, professional bodies and government means that this would involve a wide-ranging search.

There are, however, a couple of examples that are worth examining because they have a bearing on significant issues raised by stakeholders for this project. The first concerns the recent RTP award-winning project undertaken by the Lake District National Park Authority, *Attracting a high level of participation for the Lake District National Park local plan consultation*¹². The award stemmed from the extent of

¹⁰ Central Lincolnshire Local Plan: <https://www.n-kesteven.gov.uk/central-lincolnshire/local-plan/>

¹¹ Greater Norwich Local Plan: <http://www.greaternorwichgrowth.org.uk/planning/greater-norwich-local-plan/>

¹² Lake District National Park Authority: <https://www.lakedistrict.gov.uk/planning/local-plan-review/local-plan-past-consultation>

engagement on the issues to inform the plan. The lessons learned include the need to invest time in engagement before formal consultation takes place, the use of technology in consultation and effective use of a communications strategy or plan. These are all matters raised by stakeholders through this project and, therefore, the approach taken by the National Park Authority is worth further consideration by the Greater Cambridge authorities.

Given that the authorities, in common with others in the UK, have declared a climate emergency, climate change is likely to be central to the new plan. In this regard one stakeholder referred to the value of considering an approach like the Leeds Climate Commission¹³. The commission has mapped out what the city council and partners need to do in five year bands lifetime to address climate change to meet the 2050 requirement.

These sort of practical considerations and approach to a high profile subject for the joint plan appears to reflect the suggestion of some stakeholders for topic-based strategies that can inform the development of issues and options, which in turn will shape the development strategy and plan policies.

¹³ Leeds Climate Commission: <https://www.leedsclimate.org.uk/about-leeds-climate-commission>

3.4 Conclusions

Examples of good practice in plan-making are not easily to be found.

National policy and practical guidance to support plan-making, and other aspects of the planning system, underwent a radical shift in 2012 with replacement of topic-based policy guidance by a single, shorter document, the National Planning Policy Framework. At the same time, government's former role in providing practical planning guidance, including case studies, diminished.

The Planning Advisory Service, as a government-funded body, has filled this breach to some extent. Its 2014 guidance on good plan-making remains the most comprehensive recent guidance of its type. The principles it espouses are valuable as a checklist against which to measure effective plan preparation and outcomes. A number of these principles chime with the experience and lessons referred to by stakeholders engaged in this project.

Other aspects of good plan-making can be found in topic-based practical guides published by the Town and Country Planning Association.

The report of the Local Plans Expert Group to government similarly provides guidance on proportionate approaches to Local Plan evidence and the style and content of plans.

Much of the interest and focus for joint planning nationally is on strategic-scale plans, typically involving at least four local authorities. Despite their larger scale than the Greater Cambridge Local Plan, these plans might still throw up some relevant good practice. However, on closer analysis this type of plan does not provide a good basis for learning lessons: they have either made limited progress, or in the one case where substantive progress has been made, the plan has fundamental soundness issues. Despite there being no obvious examples of good practice here, lessons of how to avoid the same outcome for a joint plan can be drawn from this unfortunate experience.

More positive experiences of joint planning on a scale and geography closer to that of Greater Cambridge can be found in the joint plans for Central Lincolnshire and Greater Norwich. Both of these groupings of three authorities have adopted and are now reviewing statutory joint plans. As such, both areas may have valuable experience and lessons to share.

Finally, the award-winning approach to stakeholder and public engagement in plan-making in the Lake District, and the Leeds Climate Commission provide examples of effective practice covering two topics that were highlighted by stakeholders as being of particular significance for the Greater Cambridge Local Plan.

4. Conclusions

This qualitative research project has provided a range of stakeholders' views on their experience of recent plan-making in Greater Cambridge. It has also examined good practice, such as it exists, in national plan-making guidance and practical examples of joint planning elsewhere in England.

All stakeholders participating in the project acknowledge the challenges of producing the now adopted plans, not least because of the extent of development pressures and public scrutiny; and all have identified strengths and challenges where lessons can be learned for the preparation and content of the new joint Greater Cambridge Local Plan.

It is inevitable in a project of this type that some views will be specific to a stakeholder's role and interests and, therefore, are not more widely representative. However, it has been possible to identify a number of areas where there is some broad consensus amongst stakeholders, which is also borne out by comments from the recent stakeholder workshops. It is these areas which, it is suggested, should be the main point of focus for the authorities in considering the lessons learned from the last round of plan-making and the implications for the Greater Cambridge Local Plan.

These areas include:

- the extent and type of stakeholder engagement before public consultation, particularly as this can have a positive bearing on defining the key issues and options for the plan;
- the length of the plan and the extent of supporting evidence, which should be kept proportionate, including through a rigorous review of plan policies;
- the plan's policy content should include a central focus on climate change and biodiversity, while travellers' accommodation needs remains a challenging issue;
- ensuring effective information management and co-ordination of evidence production and presentation, particularly given increased organisational complexity; and
- the examination, where it is important to attempt to reduce the number of objections through a clearer approach to on-going engagement with stakeholders, while a proactive and assertive approach should be taken through early engagement with the Planning Inspectorate.

It is noted in the introduction to this report that one of the main reasons for scrutinising the last round of plan-making is to gain a better understanding of why the process lasted seven years, with more than half of this taken up by the post-submission examination stage. Some stakeholders have suggested that this is largely down to the approach of the Inspectors who examined the plans, while others point to the nature of the strategy, the extent of objections and the weight of supporting evidence.

An important question for the authorities this time around is, despite the timetabling pressures already in place, could investment of more time at the front end of the overall plan process reap some benefits in the latter stages, particularly at examination.

Annexe A: Stakeholders invited to participate in a structured interview and discussion

Previous planning portfolio holder/leader - Cambridge City Council (CC)*

Previous planning portfolio holder/leader - South Cambridgeshire District Council (SCDC)

Executive Councillor for Planning Policy and Open Spaces – CC*

Lead Cabinet member for Planning – SCDC*

Former Local Plan Manager – Cambridge*

Local Plan officers - Cambridge

Local Plan Manager – SCDC*

Local Plan officers - SCDC

Development Management Officers

Cambridgeshire County Council*

GCP

Local Plan Examination Barrister*

Environment Agency*

Natural England

Historic England*

Highways England

Anglian Water

Cambridge Water

Cambridge Past, Present and Future*

FECRA

Cambridge Cycling Campaign*

Cam Conservators

Visit Cambridge

University of Cambridge*

Anglia Ruskin University

Annexe B: Greater Cambridge Local Plan: Project Brief

Greater Cambridge Local Plan: Lessons Learned and Good Practice

1.0 Purpose

- 1.1 In 2018 Cambridge City Council and South Cambridgeshire District Council adopted separate but closely aligned Local Plans and are now embarking on the preparation of a new joint plan, the Greater Cambridge Local Plan. This point in the plan review cycle presents an opportunity to reflect on the experience of preparing the now adopted plans, to inform the approach to the new joint Local Plan.
- 1.2 The 'lessons learned' element of this project will focus on identifying which areas of the plans' preparation went well and those areas where improvements might be made (recognising that some areas will be more in the Councils' control than others). The ultimate purpose of the project, therefore, is to understand in which areas, and how, improvements might be made to the approach to plan-making - to create greater certainty in terms of outcomes, delivering the plan in a timely manner and achieving more effective use of resources.
- 1.3 The findings will be benchmarked against best practice drawn from current national guidance and, where possible, examples of plans prepared elsewhere in England. Together with the 'lessons learned' element and work focusing on the development strategy, this will contribute to a proactive as well as a reflective approach to preparing the new Local Plan.

2.0 Background

- 2.1 Preparation of the Cambridge City Local Plan 2018 and South Cambridgeshire Local Plan 2018 took place between 2011 and 2014. This included evidence gathering, an issues and options consultation, drafting the full plans and consultation on the proposed submission Local Plans. The plans were submitted to the Secretary of State for examination in March 2014. In August 2018, the Inspectors conducting the examination issued their final report and concluded that the plans are sound, subject to a number of main modifications. The Cambridge Local Plan was adopted in October 2018 and the South Cambridgeshire Local Plan in September 2018.
- 2.2 Clearly, one of the fundamental drivers for scrutinising the last round of plan-making is to gain a better understanding of why the process lasted seven years. There are a range of consequences which arise from the length of time it took to prepare the plans: additional public expense and resource demand, achieving an up-to-date and adequate housing land supply, updating other important areas of planning policy and, ultimately, creating greater certainty for all stakeholders about the future growth of the area.
- 2.3 The longest phase of the overall process was from submission to adoption, over four years. Much of this was taken up by the hearing sessions and the Inspectors' reporting time. These matters were, and are likely to remain in future, largely outside

Cambridge Planning Services

the control of the local planning authorities. However, it is important for the authorities to scrutinise critically and objectively the plan-making approach and process as a whole to understand the influence of different issues on intended outcomes and timescales.

3.0 Issues

- 3.1 A number of themes have been identified by officers involved in preparing the adopted Local Plans. These provide a valuable basis for structuring the approach to understanding the influence and importance of particular issues within these themes for the plans' preparation.
- 3.2 At this stage the identified themes are not an exhaustive list; others may arise during the course of the project. However, they are an important starting point in thinking about the areas of plan-making that are likely to be significant for the Greater Cambridge Local Plan. These themes are:
- the scope, content and structure of the Local Plans;
 - programme and project management;
 - governance;
 - the evidence base;
 - the approach to issues and options;
 - consultation and stakeholder engagement;
 - policy development; and
 - examination of the plans.
- 3.3 Since the current plans were adopted the national policy context for plan-making has been updated. The National Planning Policy Framework (the Framework) has been republished twice with a number of changes that have a bearing on the approach to preparing plans. These include important elements of the evidence base, most notably the introduction of a standard method for calculating housing need; and structural issues with regard to the content of Local Plans, particularly the distinction between strategic and local policies. In addition, more detailed guidance has been published through updated sections of the Planning Practice Guidance.
- 3.4 It will be important to consider the interaction of this updated policy and guidance with the lessons learned from the last round of plan-making. It may be that some of the changes to the national context will help address issues identified through this project.
- 3.5 More generally, since the most recent plans were developed and submitted for examination in 2014, there has been considerable change to the context for the new plan's development. This includes at the national, sub-national and local levels, in terms of new political drivers, new strategic initiatives and policy changes, and structural and organisational change. These influence of these matters will need to be considered carefully with regard to the approach to the new Local Plan.

4.0 Approach

- 4.1 The most direct approach to understanding the issues and lessons arising from preparation of the adopted plans is to engage with those involved in their development and with a stake in the outcome. This will provide a comprehensive and informed appreciation of those areas of the process that are viewed positively and those less so. Particular areas of focus can be drawn from the analysis of the collated views, which should be valuable to inform the development and progression of the Greater Cambridge Local Plan.
- 4.2 The proposed method for engagement with relevant stakeholders is a structured discussion, either in groups or more likely on a one-to-one basis. A framework and questions to guide the discussion will be developed around the themes identified in paragraph 3.2 above. This will be tailored according to the role and interests of the particular stakeholder.
- 4.3 The stakeholders who should be involved in this central part of the project will be agreed with Council officers who are overseeing the project. However, for the purposes of this Brief, an initial idea of those who could be asked to participate is as follows:
- Members of both Councils, particularly the relevant Portfolio Holders for planning at the time of the plans' preparation and now;
 - Local Plan Team Leaders and Officers;
 - Development Management Officers (to understand the outcomes of policy development against the intended objectives);
 - relevant County Council Officers;
 - those engaged in advising the Councils, particularly the relevant Barrister;
 - national agencies with an interest in development and infrastructure, particularly the Environment Agency, Highways England, Anglian and Cambridge Water, Natural England;
 - local organisations such as Cambridge Past, Present and Future and other identified community groups; and
 - possibly development interests, particularly through agents that are active in the Greater Cambridge Area.
- 1.4 Collating best practice will largely be a desk-based exercise, drawing on the latest published guidance from government, other national agencies (for example, the Planning Inspectorate and the Planning Advisory Service) and professional bodies (the Royal Town Planning Institute, the Town and Country Planning Association and the Planning Officers' Society). Engagement will also take place with the consultant's contacts in the planning profession to consider any examples of best practice in plan-making that might exist in other parts of the country.

5.0 Outputs

- 5.1 The main output will be a written report setting out the results of the stakeholder engagement and gathering of best practice. This will identify the main issues arising from these two main aspects of the work, will analyse their relevance to the development of the Greater Cambridge Plan, and will draw clear conclusions and recommendations to inform development of the new plan.

6.0 Timescale

- 6.1 This Brief and particularly the approach to the project, including which stakeholders to engage, will be considered by Council officers in the first half of June. Once approved, the intention is that, subject to practical considerations of access and availability, the bulk of the stakeholder engagement will be undertaken during June and the first half of July. Subject to completion of the engagement with stakeholders, the final draft report will be completed by mid/late August.

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Greater Cambridge Local Plan Statement of Consultation

Issues & Options Stage 2019

October 2019

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Chapter 1: Introduction

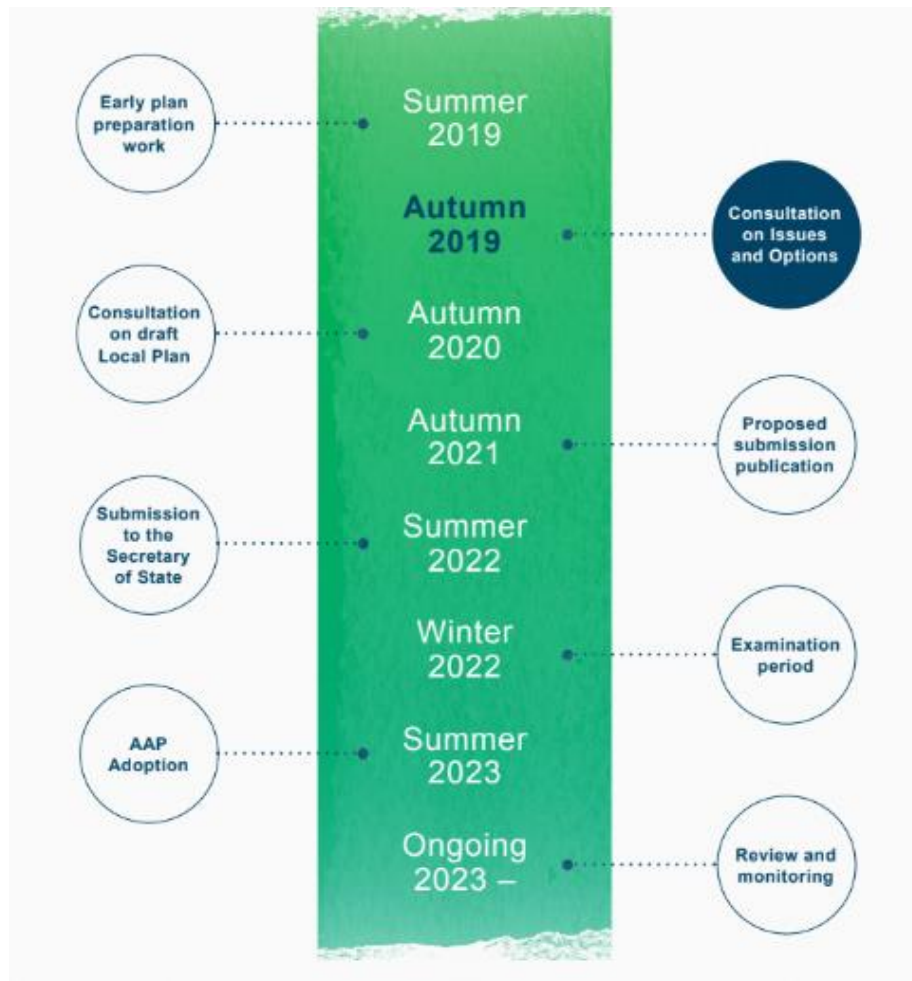
This Statement of Consultation document sets out how Cambridge City Council and South Cambridgeshire District Council have undertaken consultation, and propose to undertake consultation, in preparing the Greater Cambridge Local Plan.

This document provides an overview of the following:

- Report on the local plan workshops held in summer/autumn 2019, including a summary of the main issues raised by the attendees and how these have informed the Local Plan process; and
- Our approach to the Issues and Options consultation

This Statement of Consultation complies with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and the Councils' Statements of Community Involvement (SCI).

This Statement will be updated at each stage of the plan making process. This version of the Statement of Consultation supports the first consultation stage of Issues & Options. The diagram below sets out future programmed stages in the plan-making process.



The Councils have jointly adopted the Greater Cambridge Statement of Community Involvement 2019, which can be viewed here: [Statement of Community Involvement](#)

The Statement of Community Involvement sets out how and when we will involve the community and key stakeholders in preparing, altering and reviewing our plans and guidance to guide future development in the city. It also explains how we will involve the community in planning applications.

At each stage of the plan-making process we will check to ensure that our actions taken for consultation meet the standards set out in the Statement of Community Involvement.

Chapter 2: Report on Local Plan Workshops (Summer / Autumn 2019)

Purpose of the Workshops

In summer and autumn of 2019, Greater Cambridge Shared Planning Service organised and held a series of Local Plan workshops across both districts of South Cambridgeshire and Cambridge. These events were facilitated by Greater Cambridge Shared Planning Service team.

The purpose of these events was to involve various stakeholder groups to inform preparation of the Greater Cambridge Local Plan via open and explorative engagement in line with Greater Cambridge Shared Planning Statement of Community Involvement (2019).

These workshops provided an opportunity to explain what a Local Plan was, describe the Local Plan process and understand key aspirations for each interest group through identification of challenges and opportunities. The workshops also encouraged attendees to give feedback on the previous Local Plan process.

Workshop Venues and Invitees

Each workshop focussed on engaging with different key interest groups from Greater Cambridge to enable a wide variety of thoughts and ideas to be heard:

- Workshop 1 and 2 consisted of Ward Members from both Councils and was held in South Cambridge District Hall Council Chamber and The Guildhall's Council Chamber;
- Workshop 3 brought together statutory consultees, service providers and other interest groups and was held in South Cambridge District Hall Council Chamber;
- Workshop 4 was attended by landowners, developers and agents and was held at South Cambridge District Hall Council Chamber;
- Workshop 5 involved representatives from Residents' Associations and Parish Councils and was held at Shelford Rugby Club, and
- Workshop 6 was attended by internal officers from both councils and was held at South Cambridge District Hall Council Chamber.
- Workshop 7 was a re-run of the Members workshops 1 and 2 and was held in The Guildhall's Members Room.
- Workshop 8 was attended by Businesses and was held at the Aurora Innovation Centre, British Antarctic Survey.

A list of representatives or organisations attending each workshop can be found in Appendix 2, which also includes Greater Cambridge Shared Planning staff attendance and roles.

Chapter 3: Workshop Structure

The workshops were generally structured as follows:

Welcome and introductions:

The workshop began with Lead Cabinet Member for Planning, Councillor Tumi Hawkins and Executive Councillor for Planning Policy & Open Spaces, Cllr. Katie Thornburrow, who after welcoming the attendees, explained that one role for the new joint Local Plan will be to help meet Greater Cambridge's aim to respond to climate change and manage the transition to net zero carbon.

Both Cllr. Hawkins and Thornburrow stated that the workshops were an exciting starting point to collaboratively explore how to achieve a balanced Local Plan while also addressing various competing issues that affect Greater Cambridge. These Local Plan challenges and opportunities are not just limited to housing, jobs, infrastructure and climate change, but also recreation, the rise of digital infrastructure, health and wellbeing needs and deepening inequality. In other words, the Local Plan affects the lives of everybody who lives, works and plays in the area so is an important document which needs wide input from across our communities.

With this in mind, Cllr Hawkins and Cllr Thornburrow encouraged attendees to freely discuss and debate all aspects of the Local Plan and put forward their ideas. Following this, the workshop agenda was introduced, highlighting the importance of a collaborative high-level approach at this early stage. An example agenda that accompanied each workshop can be found in Appendix 3.

Key Issues for Greater Cambridge over the next 20 years:

Using presentation slides, attendees were invited to consider what the future of Greater Cambridge could look like in 20-30 years and how we could respond to the challenges and opportunities these present. Information provided included a map showing the current development strategy and future planned growth. Information was then provided on the policy context the next plan will need to take account of. This included changes at the national planning policy level, but also activities taking place at the regional level. Some broad spatial choices for future growth were then presented.

The final slide highlighted that the role of the plan was to deliver homes, jobs and infrastructure, but there would be overarching themes regarding how the plan could go about this. The slides accompanying this presentation can be found in Appendix 4.

Attendees were then invited to discuss these key challenges and opportunities within three separate break-out sessions, facilitated by a member of the Greater Cambridge Shared Planning Team. The first two break-out discussions explored the following topics:

1. Key issues: challenges and opportunities:

Attendees were encouraged to discuss and write on post-it-notes a few words that described key issues for Greater Cambridge over the next 20 years and place these notes onto a group flipchart divided into 'challenges' and opportunity' columns.

This was followed by a 10-minute feedback session where each facilitator summarised the key points arising from the table discussion and opened up conversation with the rest of the workshop.

2. What do we need to do to respond to these issues? (How radical do we need to be?):

Groups were challenged to explore potential solutions to the challenges and opportunities identified in first discussion exercise. Thoughts and ideas were captured on the group's flipchart.

As before, a summary was fed back to the whole workshop in a 10-minute session by the table facilitator which was opened up for discussion to capture wider thoughts on each topic.

3. Reflections of the previous Local Plan Process:

In the final table discussion, groups were given the opportunity to provide honest feedback on the previous Local plan process. Responses were recorded on the table flipchart.

Again, a summary of the discussion was given to the room by the table facilitator and a brief discussion was had on what could be improved for the forthcoming Local Plan process. A summary is provided in Chapter 4.

How will the Local Plan process engage with the key issues?

The workshops closed with a brief presentation about the Local Plan content and process. Attendees were reminded that although the Plan period will likely extend to 2040, the effect of the choices the plan makes will extend far beyond this date. Attendees were thanked for putting forward their thoughts and suggestions as they were valuable information to begin fully exploring the key issues and options facing Greater Cambridge.

Engagement was recognised as being key to delivering the new Local Plan, with Members, Residents Associations, Parish Councils, Neighbouring authorities, Businesses, Landowners, Agents, Landowners, Statutory consultees, workers, Service Providers, Residents and Infrastructure providers all playing an active role in collaborative plan-making.

It was acknowledged that as digital technology develops, so does the ability to engage with harder to reach groups, providing the opportunity to reach people more digitally via social media and in having a strong web presence. It was noted that the more people that are involved in the plan-making process, the more likely we are to create a place that benefits us all.

Finally, attendees were shown the Local Plan timeline included in the adopted Local Development Scheme. The presentation slides are at Appendix 4.

Before leaving attendees were invited to complete workshop feedback forms. These are summarised in Appendix 5.

Chapter 4: Summary of Discussions

Attendees were encouraged to put forward and discuss current and future challenges and opportunities, as well as consider how the Local Plan could meet these needs. The comments have been summarised into key themes discussed in more detail below drawing from the summary of comments at Appendix 1.

Housing

In identifying the challenges and opportunities of the Greater Cambridge area, attendees focussed on issues of affordability and the relationship with employment opportunities and housing quality. If people cannot afford to live in the area, they argued, workers would be forced into settling outside of the region, or resist living here altogether, and this would have significant impacts on the wider community. Individuals would commute more, inequality would widen as people are forced into cheaper, low quality, often inaccessible housing and developers would have a preference for smaller homes marketed for those able to afford living in the region, i.e. professionals and students rather than families or lifetime homes.

Attendees felt there was the opportunity for the Local Plan to address these issues. Ideas were put forward for different housing types and tenures, for example, keyworker homes, co-housing developments (like at Marmalade Lane), self-build opportunities and lifetime homes. Equally the dispersal of affordable homes was key, with some demand being expressed for developers to have less control over where affordable homes were sited. There were also many comments calling for the Local Plan to acknowledge the rise in home working and shared working spaces and the need to provide homes that allow for this, i.e. calling for homes to be flexible and more accessible with good digital infrastructure.

Jobs / Employment

A high proportion of comments were related to jobs in the Greater Cambridge area, with over 100 comments in the challenges and opportunities section alone. A key question centred around whether to encourage more innovation, including in the biomedical and technology sectors or dilute them to allow for a more inclusive employment offer to emerge which may help to rebalance inequality and affordability issues. However, there was also a feeling that the Local Plan should not 'kill the golden goose' that makes Greater Cambridge such an economic success, and therefore we should plan to build on this success. Another common comment was that increasing jobs in the area would result in significant challenges regarding infrastructure capacity. Additionally, there was also a challenge over whether the Local Plan could respond to the challenge to the High Street and the rise in online shopping, and how the Local Plan could manage the rise in demand for distribution and delivery options that accompanied this.

Some considered that the Local Plan should adopt a flexible approach and enable multiple use of spaces which enable small enterprises to flourish alongside larger corporations and allow repurposing of buildings and spaces to facilitate a more vibrant High Street. Homeworking and shared space hubs could be encouraged for networking, as well as partnerships between education and businesses to ensure the local workforce have the skills that employers are looking for. The relationship between the location of new homes and new jobs was expressed as being important by many with regard to encouraging sustainable transport.

Environment and Infrastructure

In terms of the environment, there was a general discussion regarding how much sustainable development Greater Cambridge could realistically handle whilst protecting its unique and distinctive character, and the character of its settlements. The biggest infrastructure challenge highlighted in the comments was transport, with over 100 comments raising issues including accessibility, cost and reliability as being important. Many considered that the Local Plan needed to enable better access to public and non-motorised methods of transport, for example, better connected and safe pedestrian, equestrian and cycle routes. Additionally, delivering widespread digital infrastructure was viewed by many as a Local Plan priority.

Protecting the character of the wider area while delivering innovative sustainable development is a clear opportunity for the Local Plan. Comments suggested a more controlled approach to developers delivering and funding public infrastructure was needed, alongside clear, concise and enforceable Supplementary Planning Documents. The Local Plan was also considered an opportunity to release brownfield land for development and review the appropriateness of the existing village hierarchies and boundaries. Innovative transport infrastructure was also highlighted, with the focus on being interconnected and green, as well as being cheap and efficient. It was recognised that a behavioural step-change may be needed, such as through a car-free City centre or a congestion charge, but again, this relied on an adequate public transport infrastructure becoming available.

Climate Change

With the declaration of a climate emergency in both Councils, there was extensive discussion about how to meet the target of being zero-carbon by 2050. The identified challenges were energy infrastructure in terms of capacity, availability, and storage, as well as how to manage the finite water sources in the region.

There was discussion that the Local Plan should aim high and attempt to deliver zero carbon ahead of the 2050 goal date. The mechanisms suggested included: new developments to be net zero, existing homes retrofitted to be net zero, funding more greentech and carbon-neutral infrastructure, such as electric cars, and further embracing renewable energy generation.

Biodiversity and Green Spaces

Many attendees commented that one of the things that make Greater Cambridge so special is its abundance of green spaces. However, attendees to the workshops recognised that growth impacts upon green spaces, and there were equal comments on both sides that the Green Belt should either be protected or reassessed. On the one hand, green spaces and the Green Belt maintains separation, gives health and wellbeing benefits and tackles pollution. However, on the other hand, green space provision, especially the Green Belt, prevents sustainable growth. Attendees also pointed out that densification, especially when incremental, also impacts upon biodiversity, creating both a challenge and an opportunity for the Local Plan to address.

It was put forward that the Local Plan could balance these arguments by providing more green spaces in new developments, connecting green corridors to create biodiverse 'green lungs' and increase woodlands for canopy cover and climate change mitigation. To allow for flexibility and growth, the Local Plan could relax or assign less green space protections and employ metrics to measure carbon and biodiversity aims and review these regularly, in line with the National Planning Policy Framework. Flexibility could also be given to unused agricultural land to make it a site for occasional leisure use and some could be given over for community use, such as allotments, wildlife gardens and general recreation.

Wellbeing and Equality

Although wellbeing and equality are influenced by jobs, homes, infrastructure and green spaces, many comments from the workshop indicated that the Local Plan was an opportunity to improve wellbeing and equality for many of our residents.

Attendees suggested that one of the biggest challenges for the Local Plan was to encourage and maintain growth and success while ensuring that all residents benefit from this prosperity. Many people recognised that due to the region's reputation as a world-class innovation and technology centre, high levels of wealth in Greater Cambridge were contrasted with areas of deprivation. Access to healthcare, cheap or free leisure, cultural opportunities, meeting the needs of an ageing population, educational attainment and providing for employment choices were discussed as Local Plan opportunities.

Other Issues

Some pointed out that it may be difficult to produce a joint Local Plan that meets the needs of both an urban city centre and a rural region. However, many attendees discussed the opportunity for the Local Plan to have degrees of flexibility so that sustainable growth could be delivered responsively. Many comments also asked if the Local Plan could be easier to read and understand with clear wording, so

avoiding ambiguity. The Local Plan would benefit from being properly funded and resourced, which could result in more public engagement.

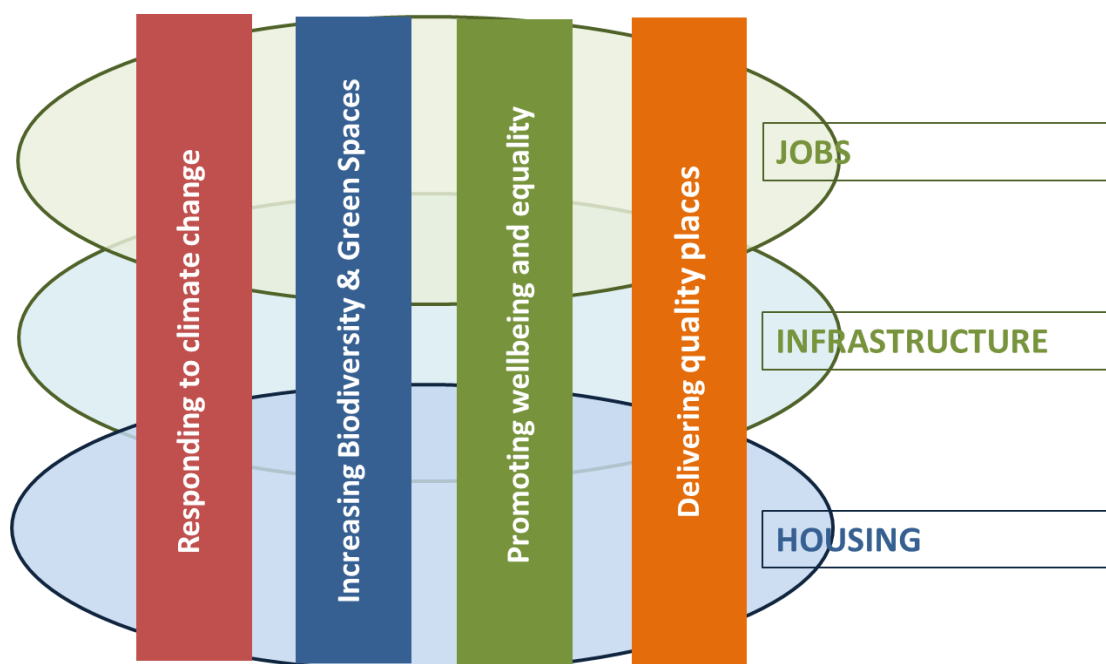
Despite many challenges ahead, there was a clear enthusiasm for the next Local Plan. Attendees claimed it could be a 'beacon of change' and urged the planning team to 'think big' and look beyond 2040 where possible.

Linking the Workshops to the Issues and Options Consultation

The Issues and Options consultation will continue the engagement process started by these workshops, identifying important issues that need to be considered by the Local Plan, seeking feedback on the approaches the next Local Plan should take, and providing an opportunity to raise any other issues and ideas people think should be addressed.

The Issues and Options consultation has been structured around seven big themes. Delivery of homes, jobs and infrastructure are the three key deliverables, but four cross-cutting themes have also been identified. These broad themes capture and develop the range of issues raised at the workshops. Under each of these themes the issues and options consultation explores what the plan needs to do, and the issues that the plan needs to address. Many of the points raised in the workshop discussions have been incorporated into the Issues and Options consultation material.

The Seven Big Themes



Chapter 6: Conclusion of the Workshops

The summary of the workshop comments above demonstrates the large volume and diversity of views shared on a wide range of topics. While the comments show some consensus as to the key challenges facing the area, diverging views were shared on a number of potential solutions and the implications of different priorities. In particular, issues around the growth and strategy choices highlight the need to discuss many issues in greater detail as the plan progresses.

The outputs from the workshops held in the summer and autumn 2019 have already, and will, inform the development of the Local Plan in the following ways:

- Group tasks 1 and 2 on key challenges, opportunities and solutions have helped inform the preparation of the Issues & Options consultation, in terms of ensuring that it covers the big issues raised in the workshops. Beyond this, the issues raised will shape further engagement on key topics through the Issues & Options consultation and beyond.
- Reflections on the previous Local Plan process have and will help inform the preparation of the plan as it progresses, both in terms of plan content and plan process. The Greater Cambridge Local Plan Lessons Learned & Good Practice document cross-refers to the notes of the workshop to inform and reinforce conclusions made within it.
- Feedback on the workshops (details provided in Appendix 5) will help inform how future workshops and other engagement events are run, and the topics which are chosen.

Chapter 7: Other Local Plan Related Events

A further workshop was organised by Cambridge Past Present and Future in conjunction with Greater Cambridge Shared Planning, called Keeping Cambridge Special. This followed a different structure to the workshops and asked different questions, while also learning the processes, timeframes and key issues of the Greater Cambridge Local Plan. A summary of the questions and answers is provided below with a fuller analysis, attendance and the agenda provided in Appendix 6.

Keeping Cambridge Special

28th September 2019 - Centre for Mathematical Sciences, Cambridge CB3 0WA

Question 1: What might a zero-carbon future mean for how the city will relate to its green hinterland?

The biggest topic for attendees in considering a zero-carbon future was around development and growth. Some questioned whether growth was always a good thing and whether a joint local plan could realistically meet the development needs of

contrasting rural and urban areas. Some suggested a policy preference that allowed for the retrofitting of existing housing and infrastructure with zero carbon technology. Many preferred a Local Plan that retained the separation between the city and the surrounding rural villages. Growth should focus on limiting travel associated with it and should only be allowed when supported by solid evidence that it is needed. This should help prevent undesirable growth and support an approach towards zero carbon.

Attendees highlighted the need for efficient, cheap and reliable public transport from the rural hinterland into the City centre as being key for a zero-carbon future. The Local Plan should also be flexible enough to allow for the development of future sustainable transport technology and limit congestion by using higher parking prices and better transportation links, such as a comprehensive, safe and segregated cycle and walking routes.

Green spaces, and the Green Belt in particular, were popular issues of discussion. Some called for the Green Belt to be released for development, probably incrementally, to allow for exceptional zero-carbon only development, while some stated that Green Belt should still be preserved for nature, recreation and biodiversity. There was some suggestion for more urban greenspaces to allow for local food production and rewilding and some asking for brownfield land to be released before building on open spaces.

Climate change was also discussed. It was felt that an evidence-based approach to mitigation was needed and more tree planting, redistribution of energy supply and local food production could be reasonable remedies for climate change.

Question 2: How can the Local Plan help us to achieve the target to double the amount of species rich habitats by 2050?

Establishing the city as a nucleus with an enhanced network of interconnected open green corridors and woodland areas would be a good approach to adopt, as well as a specific green infrastructure policy that shows preference for habitat-rich provision. Some comments indicated that diverse habitats could be achieved in part by building upon some non-species rich green spaces such as some farmland. Similarly, small-scale community greenspace schemes, such as shared spaces, gardens, composting, birdboxes, trees, hedges and allotments were important areas that could improve species-rich habitats.

It was mentioned that rigorous studies by experts should be conducted to provide a full picture of existing habitats and effective mitigation and encouragement schemes to determine best-practice metrics and a suitable approach. Biodiversity targets should be exceeded, and attention should also be given to how to get landowners and farmers to contribute to species rich habitats. Developer contributions could fund species and habitat creation via the Section 106 and Community Infrastructure Levy mechanisms and a priority hierarchy should be established.

Question 3: How can the Local Plan better provide for the housing needs of key workers and older people?

The greatest focus of discussion was on how to ensure development created mixed communities where older people, families and keyworkers could live in the same area together, rather than separate areas specifically for high earners and temporary students, for example. However, it was noted that the Local Plan cannot affect tenure directly and it was suggested that perhaps another approach could be adopted, such as market intervention to rebalance affordability via developer subsidies and contributions.

It was also recognised that there was a need for adaptability of accommodation to meet needs of a range of residents. Older people, for example, should be able to downsize easily while families should have a wide array of options to stay in an area. There was the opinion that developers currently prefer to concentrate on small dwellings marketed for profit and often use viability when deciding on housing types and levels of affordable housing. Attendees thought that there may be capacity to have a planning mechanism that has a presumption in favour of lifelong standards, so that development would be steered towards bungalows, lifetime homes and co-housing for example. This would allow for an intergenerational housing mix and a local community that resists isolation. However, there was also a recognition that the Local Plan is limited in its influence regarding populations and that defining terms such as 'local' or 'keyworker' can be difficult.

Access to facilities was also a common theme of discussion to try and reduce commuting levels into the city, and to plan for jobs close to homes. This would perhaps influence the need to travel outside of the local area. Again, there was commonality of thought that all policies concerning groups such as older people, keyworkers and those on low incomes should be longer term, and have a thorough evidence base to support the needs of these groups and how they should be addressed in the Local Plan.

Chapter 8: Issues & Options 2019: Approach to Consultation

Introduction

A key aim of both Councils is to ensure wide and inclusive participation and feedback from across Greater Cambridge's communities. To achieve this, a communications and participation strategy has been prepared to support the Local Plan process to ensure that the consultation process reaches all parts of the Greater Cambridge community, including those who wouldn't normally be aware of and engage with the Local Plan - young people, people from diverse backgrounds, people from less prosperous parts of the area, and those who usually find it difficult to get involved for different reasons. The full Participation and Communications Strategy can be found at Appendix 7.

Issues & Options consultation and participatory activities

Drawing on the participation and communications strategy aims and objectives, the following consultation activities are planned for the Issues & Options stage of the Local Plan.

Consultation

A six week public consultation period is planned for the following dates:

9am on Monday 13th January 2020 to 9am on Monday 24th February 2020

This Issues and Options consultation, and all the supporting documentation will be available for inspection:

- on a dedicated Local Plan website including a mobile friendly version
- at the Cambridge City Council's Customer Service Centre: Mandela House, 4 Regent Street, Cambridge, CB2 1BY from 8am-5.15 pm Monday and 9am-5.15pm Tuesday to Friday;
- at South Cambridgeshire District Council Reception: South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA open Monday to Friday from 8am to 5.30pm;
- and at selected public libraries.

A range of methods will be used to enable feedback on the Issues & Options content, including:

- Comments will be able to be made online, both:
 - informally on the dedicated Local Plan website
 - more formally and in greater depth via the Councils' consultation portal
- Comments will also be able to be sent in via a printed response form, which can be posted or emailed to the Councils:

- Planning Policy, Cambridge City Council, PO Box 700, Cambridge, CB1 0JH or;
 - Planning Policy Team South Cambridgeshire District Council, Planning & New Communities, South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6E
 - Planningpolicy@scambs.gov.uk / planningpolicy@cambridge.gov.uk
- Roadshow: The Councils will take a pop-up exhibition to community hubs around the area such as shopping centres, schools, community centres and other places. These events will be informal and offer the opportunity for the public to find out about the Local Plan, and to discuss the issues and options with officers and to provide feedback. The times and locations of the drop-in events will be chosen to maximise our outreach to diverse communities and will be set out in the public notice and on the Councils' websites.

Respondents can request to be notified of future stages of plan making, including consultations, and the receipt of inspection report at the end of the Examination, and adoption of the document.

Notification

A range of methods of notification will be used to inform the public about the consultation including:

- public notice in the Cambridge Independent;
- joint Cambridge City Council and South Cambridgeshire District Council news releases;
- Articles in Cambridge Matters & South Cambs Magazine, and wider local media engagement
- social media and video

Use of data

Representations, including names, will be available to view on the Councils' websites. Full representations including addresses will also be available to view on request. Our privacy notice for planning policy consultations and notifications sets out how your personal data will be used and by whom. You can view our privacy statements here:

- [South Cambridgeshire District Council privacy statement](#)
- [Cambridge City Council privacy statement](#)

Appendix 1: Summary Report on Local Plan Workshops (Summer / Autumn 2019)

The workshop discussions have been grouped under eight broad headings. Where some do not fit these groups, they have been placed under the heading of 'other issues'. Some issues that come under more than one heading but have been allocated to the one which feels most appropriate. Please note that the numbers in brackets indicate the number of comments received for that summary point.

These headings are:

- Housing
- Climate Change
- Biodiversity and Green Spaces
- Jobs and Employment
- Environment and Infrastructure
- Transport
- Other Issues
- Wellbeing and Equality

Group Task 1: Key Issues: Challenges and Opportunities

Housing

Challenges

- Affordability (20)
- Reconciling work / services with housing and inequality (9)
- Delivering better housing: retaining varied character, less density, more space, balanced distribution (7)
- Meeting 5-year land supply and delivery dates (6)
- Housing Inequality: Rate and balance of development / Age of housing / tenure changes (8)

Opportunities

- Include ability for different housing types and prices, tenure changes and meeting supply (10)
- Future of employment: Tethered homes, flexible uses, working from home rise, integrated housing and employment offer (8)
- Affordability. Could need alternative products (4)
- Flexible co-housing schemes that enable old / young to live together (3)
- Building sustainable, zero carbon homes that use less energy (3)

Wellbeing and Equality

Challenges

- Challenge of delivering growth (buildings, infrastructure and populations) while improving quality of life / inequality and ensuring all benefit from prosperity (15)
- Healthcare / wellbeing demands (5)
- Planning for an ageing population (5)
- Community integration / maintaining diversity (5)
- Education facilities / school pressures (2)
- Retaining tourism and leisure for all, not just visitors (2)

Opportunities

- Meeting the health and wellbeing lifestyle needs of all, especially elderly and young people by improving the local environment. Making Cambridge more inclusive (11)
- Distributed spaces for art, culture, faith and maintaining tourism (6)
- More educational opportunities (6)
- Create / foster real communities – employ an assigned person to manage this and ask people what they want (4)

Jobs and Employment

Challenges

- Maintaining / encouraging science, agriculture and health sectors (growth and workforce) and keeping employers happy (11)
- Changing employment landscape needs – concentrated or distributed, working from home or connecting outlying villages to City for example. Land availability is problematic (11)
- Challenge of focussing on reviving local High Street or accepting trend in online shopping. What do we want it to look like in 20 years? (7)
- Managing rise in vehicular distribution to homes from businesses (3)
- Economic growth that does not end in infrastructure gridlock / dispersed employment to address concentration of jobs / residential (3)

Opportunities

- Flexible employment space for growth – from small 'spare room' enterprises to large corporations including click and collect opportunities (9)
- Housing that is close to work and enables work / life balance (homeworking options including digital / remote infrastructure) (7)
- Ensuring workforce meets employers need but not restricted to health / tech sector (6)
- Ensure health, innovation and science sector grows massively. There are lots of opportunities to capitalise on Greater Cambridge USP (6)
- Dispersed / repurposed / reduced retail in City (more in South Cambridgeshire) to make space for other uses (music events, picnics) (5)

Environment and Infrastructure

Challenges

- Sustainable development: Is growth appropriate / inevitable? Infrastructure / facilities squeezed / unbalanced already - danger South Cambridgeshire will just become a car park for City. Who will fund the infrastructure needed? (20)
- Keep Greater Cambridge's unique and distinctive character (while protecting the boundaries between city / village) (16)
- Need a streamlined planning process with balanced and flexible spatial approach (10)
- How to deliver sustainable density, digital infrastructure and technological advances when developing areas (8)

Opportunities

- Capturing and reinforcing the distinctive characteristics of villages and city centre while promoting sustainable growth (14)
- Opportunity for enhancing and developing use of technology infrastructure in built environment and on local scale (7)
- 100% infrastructure target. Developers to deliver and fund this (3)
- Opportunity to review village hierarchies / boundaries (3)
- More effective land management (availability, value, brownfield release) (3)
- Modern, sustainable distinct design that uses innovative building materials in future development of building and green spaces (4)

Transport

Challenges

- Affordability, accessibility and reliability of public transport. (20)
- Putting high quality active public travel options at the heart of communities to link villages to City (10)
- Accommodating sustainable future travel options in Greater Cambridge (Autonomous vehicles Metro East/West rail rise of electric cars) (7)
- Congestion. Leads to difficulties in recruiting impacts on air quality. (7)
- Future mobility: How to go car-free in City, how to prevent primacy of driving (5)

Opportunities

- Embrace innovative transport options including distribution hubs, transport as a service, road networks, car parks (23)
- Provide radical extended green public / sustainable interconnected transport network that connects home to work, leisure and facilities between villages and City. Make sure this aligns with growth (12)
- Connectivity between Oxford and London needs improvement: Open / relocate stations (10)
- Encourage communities to promote walking and cycling, including e-bikes, cycle routes (7)
- Provide facilities that do not need travel and introduce congestion charge (6)

- Address cycling issues: current shared pedestrian/cycle routes are unsafe. Electric cycles and sport cycling speeds excessive

Climate Change

Challenges

- How to provide sufficient energy infrastructure (availability sources, security, grid capacity, storage constraints) (16)
- Delivering the 2050 zero carbon target. How? Can we do this early? (15)
- Water supply including potable water provision – finite resources in Greater Cambridge, Environment agency pressures to reduce supply. Whole region water stressed (9)

Opportunities

- Carbon neutrality (or better). New developments must offset environmental impact at net zero (4)
- Need to retrofit existing housing stock and ensure new development has low carbon tools and address overheating (4)
- Zero carbon homes and commercial buildings opportunity (2)

Biodiversity and Green Spaces

Challenges

- Green Belt needs clarity / review as can be an obstacle to growth but does maintain separation (12)
- How to increase growth / density while increasing greenspace / natural capital needs (9)
- Densification: incremental, lots of Green space and Biodiversity loss (6)
- Restoring and protecting biodiversity via meeting NPPF measurable biodiversity net gain: 10% - 20% - 25%? (2)

Opportunities

- Provide more / prevent loss of local green spaces, vistas, views, cherished places, not necessarily covered by protections (12)
- Green Belt: Releasing green belt on the edge of settlements. It should not be sacrosanct, should be reassessed / It should be protected (8)
- Changing land from agriculture to amenity use, preventing ill health (3)

Other Spatial Issues

Challenges

- Creating a joint Local Plan may be more complex and take longer than a single local plan (8)
- Simple, flexible policy wording. Avoid repeating NPPF / NPPG (4)
- How to manage Government demands (3)
- Setting a high goal (3)
- Getting people to accept growth (3)
- Make process properly funded and resourced using up to date evidence (5)
- Join up competing Local Authorities for a better outcome (4)

- Look further than minimum Local Plan period (2)
- Regain confidence of developers / promoters / agents (2)
- Local Plan can be a beacon of change (2)

Group Task 2: What do we need to do to respond to these issues? (How radical do we need to be?)

Housing

- Less dispersed, denser living (like Eddington). Co-housing (like Marmalade Lane) (6)
- More keyworker accommodation, custom / self-build in every site not just through market housing (5)
- Lifetime homes: Building adaptations for older people into housing from the start, community environments, centralised and accessible (5)
- Be firmer with developers on affordable housing and have more control over development – too much allowance on developers to choose. i.e. Affordable housing should be shared equally. We need innovative ways of delivering affordable homes e.g. build to rent, self-build etc, need a blend of options (4)

Wellbeing and Equality

- More multi-generation spaces / family-friendly spaces for healthy recreation / wellbeing (8)
- Need higher level of engagement with communities. Some communities felt not listened to in last Local Plan process. Take bottom up approach (4)
- Encourage food growth. Employ a full-time sustainability officer (3)
- Reduce inequality, but how? Look to other Local Authorities to see how it is done (3)

Jobs and Employment

- Community office/co-working space/better Wi-Fi/broadband to enable remote working in villages and City. Smarter distribution between breakout centres and hubs (7)
- Need robust evidence base to defend more jobs and homes to satisfy economic needs and challenge viability arguments. Growth is not always a good thing but appreciate that Cambridge is a key location for growth (7)
- More support for local small businesses / employment live-work opportunities (4)
- Need to tackle the demise of the High Street and permit one-stop type places with pharmacy, Post Office, Banks etc. (3)

Environment including Infrastructure

- Better infrastructure, access, permeability, diversity – delivered by enforceable design codes (7)

- Need to accept increased density: 8 storeys in City, 3 to 4 storeys in villages, but balance density with green spaces (5)
- Growth in fringe (7-8 miles from centre). City is like a concrete jungle (4)

Transport

- Excellent rapid transport and affordable public transport with joined-up cycling and walking connections to force behaviour change (21)
- Encourage no one to use a car – subsidise buses, reduce car spaces, mass pedestrianisation, cycling, better train connections (12)
- Developers and business rates to contribute to transport infrastructure (3)
- Define purpose of Green Belt / redistribute and recategorize for biodiversity and green infrastructure gain (4)

Climate Change

- More funding for Greentech / Carbon neutral infrastructure and get providers on board to deliver (5)
- Establish renewable energy mechanisms / local and cooperative energy generation (5)
- Embrace new transport technology, i.e. electric car provision (3)

Biodiversity and Green Spaces

- More protected 'green lungs' public open spaces: agreed at the outset of development; Community woodland / commercial woodland, allotments; greenways connecting villages (8)
- Establish metrics for measuring success on carbon / biodiversity aims (2)
- Tree planting at significant scale – air quality, even around existing development, plant semi-mature trees (2)

Other Spatial Issues

- Engagement: Informed Members and GCSP to play an active key role in positively promoting vision and process of Local Plan to all: e.g. review more effective methods of communication, visit local events, schools to enhance involvement with hard to reach groups, welcome difficult conversation, embrace digital media. Not just listen to who shouts the loudest. Regular steering groups comprised of Local groups (25)
- Planning documents (Local Plan / Village Design Guides / Neighbourhood Plans) need to have more weight be clear, simplified and flexible: react to and welcome change that does not inhibit progress (11)
- Local Plan should cover a longer period with regular reviews and have a dedicated team to prepare and implement (8)

Group Task 3: Reflections on previous Local Plan Process

Engagement

- Most people not aware of Local Plan, process, limitations or benefits, i.e. co-housing, growth. Need to educate and promote to people (12)
- Role of everyone to reach out to whole community using a robust strategy. Consult directly within schools, supermarkets, medical centres, libraries, community centres, parish councils – not just the ‘usual’ people (15)
- Get people involved from the early stage and allow them to informally comment in good time. Implement their responses - not just lip service (8)
- Very long – difficult to communicate about this. Need to bear this in mind when communicating this time around. Danger of burnout (7)
- Engage through apps, social media, online, local television, radio, magazines (6)
- Need more workshops and fewer exhibitions. Provide timetables and consultation process more freely (5)

Content and Evidence

- Need a visual local plan. User friendly, clear. Short and simple. Include a summary. Not too technical (7)
- 5-year supply created lack of confidence, did not meet needs for old / young demographics, was included too late (7)
- More flexibility: housing land supply, Call for Sites (5)
- Need more biodiversity, zero carbon and climate change policies, i.e. drought protection (5)
- Protect Green Belt, landscape and village / City identity and boundaries. Some were overruled by inspector (5)
- Engagement needs to start early and continue through examination once plan is fixed. Did not happen last time (4)
- More transparency, especially through examination (3)
- Actually listen to people and take on board input. E.g. Parish Councils and Residents associations were ignored/overruled last time (3)

Process

- Too long, created disenfranchisement. Need to limit time taken to get through examination
- Be more collaborative (3)
- Mistake to have joint examination. SCDC / CC have different local needs (2)
- Cost of plan process (2)

Appendix 2: Detailed Report on Local Plan Workshops (Summer / Autumn 2019) - attendance and comments

Joint Members' Local Plan Workshops

4 July 2019:

2:00pm – 4:00pm

Council Chamber, South Cambridgeshire Hall, Cambourne Business Park,
Cambourne, CB23 6EA

And:

6:00pm – 8:00pm

Council Chamber, Guildhall, Market Square, Cambridge, CB2 3QJ

4 September 2019:

5:45pm – 8:00pm

Members Room next to Committee Rooms, Guildhall, Market Square, Cambridge,
CB2 3QJ

Personnel:

Welcome and Introductions: Cllr Tumi Hawkins, South Cambridgeshire District Council (SCDC) and Cllr Katie Thornburrow, Cambridge City Council (CCC)

Presentation Chair: Stephen Kelly

How the Local Plan process will engage with this? Philip Bylo

Conclusions and next steps: Stephen Kelly; Cllr Tumi Hawkins, SCDC; Cllr Katie Thornburrow, CCC

Facilitators: Jon Dixon, David Roberts; Stuart Morris; Bruce Waller; Stephen Kelly; Nancy Kimberley Paul Frainer & Philip Bylo.

Scribe: Marie Roseaman

Attendance

Cllr John Batchelor (Linton)

Cllr Anna Bradnam (Milton & Waterbeach)

Cllr Claire Daunton (Fen Ditton & Fulbourn)

Cllr Brian Milnes (Sawston)

Cllr Katie Thornburrow (Trumpington)

Cllr Eileen Wilson (Cottenham)

Cllr Martin Cahn (Histon and Impington)

Cllr Peter Fane (Shelford)

Cllr Tumi Hawkins (Caldecote)

Cllr Peter Lord (Trumpington)

Cllr Carla McQueen (East Chesterton)

Cllr Hazel Smith (Milton)

Cllr Jose Hales (Melbourn)

Cllr Shrobona Bhattacharya (Cambourne)
Cllr Alex Collis (Kings Hedges)
Cllr Lewis Herbert (Coleridge)
Cllr Katie Porrer (Market)
Cllr Tim Bick (Market)
Cllr Nick Sample (Shelford)
Cllr Cheney Payne (Castle)
Cllr Sophie Barnett (Romsey)
Cllr Mike Davey (Petersfield)
Cllr Josh Matthews (Newnham)
Cllr Mike Sargeant (West Chesterton)
Cllr Sarah Cheung (Longstanton)
Cllr Graham Cone (Fen Ditton & Fulbourn)
Cllr Richard Robertson (Petersfield)
Cllr Haf Davies (Abbey)
Cllr Pippa Heylings (Histon & Impington)
Cllr Judith Rippeth (Milton & Waterbeach)
Cllr John Williams (Fen Ditton & Fulbourn)
Cllr Nigel Cathcart (Bassingbourn)
Cllr Douglas De Lacy (Girton)
Cllr Bill Handley (Over and Willingham)
Cllr Phillipa Hart (Meldreth)
Cllr Nick Wright (Caxton & Papworth)
Cllr Peter Topping (Whittlesford)
Cllr Grenville Chamberlain (Hardwick)
Cllr Van de Weyer (Barrington)
Cllr Claire Delderfield (Sawston)
Cllr Rod Cantrill (Newnham)
Cllr Neil Gough (Cottenham)
Cllr Kelley Green (Petersfield)
Cllr Dave Baigent (Romsey)
Cllr Colin McGerty (Queen Edith's)
Cllr Grace Hadley (Coleridge)
Cllr Greg Chadwick (Castle)
Cllr Steven Hunt (Histon and Impington)
Cllr Geoff Harvey (Balsham)
Cllr Peter McDonald (Duxford)
Cllr John Williams (Fen Ditton & Fulbourn)
Cllr Heather Williams (The Mordens)
Cllr Alex Malyon (Longstanton)
Cllr Dave Baigent (Romsey)
Cllr Martin Smart (Kings Hedges)
Mike Hill Interim Chief Executive of South Cambridgeshire District Council
South Cambridgeshire District Council Housing Officer

Group Task 1: Key Issues: Challenges and Opportunities:

Housing

Challenges

Wellbeing and Equality (4)

- Ensuring young residents can afford to continue living here
- Housing security
- Addressing housing inequality
- Lifetime homes

Jobs and Employment (6)

- Enabling people to live close to where they work / services (3)
- How to ensure affordable housing for keyworkers / low income workers / young professionals (2)
- Home/work units

Environment including Infrastructure (4)

- Resisting clone housing estates and retaining local character (2)
- Delivering good housing and mix of tenure (types of building)
- What will visitor accommodation look like in 20 years' time?

Transport (3)

- Housing which also lessens need to own a car (2)
- Homes near to good / cheap transport facilities to workers

Climate Change (1)

- House comfort in climate change

Total comments: 18

Opportunities

Wellbeing and Equality (6)

- Allow for truly affordable housing (3)
- Promotion of co-housing / lifetime homes where old and young can live together (2)
- 20% of the housing delivery to be Council housing

Jobs and Employment (4)

- Integrate employment sites and new homes (2)
- Include more homes tethered to jobs
- Allow for rise in working from home trends

Environment including Infrastructure (2)

- Raise quality of housing

- Think beyond delivering just a housing estate

Climate Change (1)

- Sustainable zero carbon homes

Total comments: 13

Wellbeing and Equality

Challenges

Wellbeing and Equality (11)

- Delivering sustainable growth while improving quality of life (2)
- Proper funding of education
- Delivering primary healthcare
- Maintaining diverse communities and cultural activity
- An aging population
- Isolation
- Addressing inequalities effectively
- Changing composition of family unit
- Integration with existing community
- Spreading benefits of economic growth

Environment including Infrastructure (2)

- Maintaining vitality in small villages
- Digital connectivity

Transport (2)

- Improving accessibility (2)

Other Spatial Issues (2)

- The planning system has not caught up with the way demography and society has changed
- Getting it right – communication vs coordination (between different bodies and with local communities)

Total comments: 17

Opportunities

Wellbeing and Equality (14)

- Educational Opportunities: (4):
 - More pre-school provision that creates aspiration from an early age
 - Link people to skills needed in wider area
 - More 6th form provision

- Introduce a 'Duke of Cambridge' award programme in this region, similar to 'Duke of Edinburgh' for young people
- Designing places for elderly / young people (2)
- Ensure everyone benefits from growth and success
- Provision for the Gypsy / Traveller community
- Health and Wellbeing
- Safe areas for all to live a healthy lifestyle
- Reduce healthcare costs by improving environment and sense of wellbeing
- Create / foster real communities not just developers promoting this
- Spaces for Art
- Integration with existing community

Jobs and Employment (3)

- Encourage local food supply
- Exciting and innovative shared spaces e.g. Piazzas that can be used for outside (arts, plays, markets etc.)
- Spreading economic growth

Environment including Infrastructure (4)

- Broadband infrastructure (2)
- Opportunity for building cultural centres – outside of the city
- Allow for modern technology to connect people on a local basis

Total comments: 21

Jobs and Employment

Challenges

- Do we try to deliver a thriving local high street or accept rising trend of online shopping? (3)
- Managing employment change (2)
- How to manage vehicular deliveries to homes (2)
- Need to agree on how we want employment to look across Greater Cambridge – Concentrated / distributed etc.
- How to accommodate growth of health and science sector
- What will retail look like in 20 years?
- Explaining to the existing population the benefits of economic growth
- How to manage economic growth which does not end in infrastructure gridlock
- Need to acknowledge that we need to keep employers happy to ensure they stay in area (and provide lower paid employees)
- Appears that large companies can bypass local planning system

Total comments: 14

Opportunities

- Flexible employment space for growth – from small, medium to large and including click and collect opportunities (4)
- Digital infrastructure that supports remote working in co-shared community and shared spaces by reducing commuting (4)
- Partnership between big employers and communities and schools to promote employment Opportunities
- Making sure that local people have the skills that employers need
- Out of town (Cambridge) shopping centre in South Cambs?
- Reduce retail space – make space for gatherings / music / picnics
- Space for small businesses to grow beyond the spare bedroom / shared space activities
- Enable growth of health and science sector
- Opportunity for job creation in housing, planning and building professions
- Jobs should be planned near houses
- Maintain link between university & businesses
- Maintain & promote economic growth

Total comments: 18

Environment and Infrastructure

Challenges

- Keep Greater Cambridge's unique and distinctive character (while protecting the boundaries between city / village) (6)
- More innovative ways of achieving higher densities sustainably while extending urban areas (3)
- Not destroying smaller villages / Cambridge's famous reputation as successful academic / innovation city (2)
- Local build and natural diversity
- Attractiveness
- Viability
- Land supply
- Infrastructure
- Facilities
- Keeping up with technological advances

Total comments: 18

Opportunities

- Capturing and reinforcing the distinctive characteristics of villages and city centre while promoting sustainable growth (3)
- More promotion of the USP of Cambridge

- Modern, sustainable distinct design that uses innovative building materials in future development of building and green spaces
- Developers to deliver infrastructure
- Raise the density in new developments
- Opportunity to review village hierarchies
- Opportunity for enhancing and developing use of technology in built environment
- More effective land value management

Total comments: 10

Transport

Challenges

- Putting high quality active public travel options at the heart of communities (4)
- Accommodating future travel options and uncertainty in Greater Cambridge (Autonomous vehicles; Metro; East/West rail; rise of electric cars). (2)
- How to discourage transport options that have little or no impact on air quality (mass rapid transport vs. personal transport) (2)
- Congestion (2)

Total comments: 10

Opportunities

- Provide facilities that do not need travel (5)
- Provide radical green public / sustainable interconnected transport network that connects home to work, leisure and facilities (3)
- Encourage communities to promote walking and cycling (2)
- Eliminate private vehicles to reduce fossil fuel use (2)
- Make available charging points for electric vehicles and cycles which will accelerate electric vehicle uptake on and off-road (2)
- Address cycling issues: current shared pedestrian/cycle routes are unsafe. Electric cycles and sport cycling speeds excessive
- Enact the 'last mile' principle in commuting
- Keeping cars on the outside of development

Total comments: 17

Climate Change

Challenges

Climate Change: (12)

- Delivering the 2050 zero carbon target (5)
- Providing land for carbon offsetting and environment banking / carbon offsetting (2)

- Air quality
- Sea level rising
- Flood risk – changing share of flood zones
- Reduce air pollution
- Climate change

Energy: (6)

- How to provide sufficient energy infrastructure (security, capacity, storage constraints) (5)
- Replacing fossil fuels as a source of energy

Water (7)

- Water supply including potable water provision (4)
- Drainage
- Addressing the water issue. We will need to do it eventually!
- Biodiversity

Total comments: 25

Opportunities

Climate change:

- Carbon neutrality (or better)

Energy: (2)

- Clean, green hi-tech data servers vs carbon-heavy 'streaming'
- Sustainability / energy efficiency to fuel costs in existing housing

Biodiversity: (2)

- Going green in a practical way
- Delivering more biodiversity in every new development

Total comments: 5

Biodiversity and Green Spaces

Challenges

Biodiversity (5)

- Identifying offsite land for biodiversity / carbon offset and its relationship with space standards and how it impacts quality of life (2)
- Restoring biodiversity
- Protecting biodiversity
- Leading (not lagging) on climate action.

Green Spaces: (9)

- How to increase density while increasing greenspace / natural capital needs (3)
- Encouraging access to the outdoors (2)
- Green natural capital provision accounting for transport
- Management of green spaces
- Growth vs green space
- Tree cover growth

Total comments: 14

Opportunities

Biodiversity: (2)

- Going green in a practical way
- Delivering more biodiversity in every new development

Green Spaces: (10)

- The reform of land from agriculture to amenity use (2)
- Prioritising local food sources (2)
- More local green spaces, vistas, views, cherished places, not necessarily covered by protections (2)
- More access to Green Infrastructure (2)
- Identify land for large scale tree planting
- Enable off-grid / zero carbon communities

Total comments: 12

Other Spatial Issues

Challenges

- Funding (2)
- Ability to set a high goal for sustainable growth in buildings, transportation
- How to mitigate Government interference
- Impacts from Brexit
- Planner resource
- Better public engagement How to get people to accept growth

Total comments: 7

Opportunities

- Using Brexit to allow changes in land uses

Total comments: 1

Group Task 2: What do we need to do to respond to these issues? (How radical do we need to be?)

Housing

- Accommodation for key workers
- Marmalade Lane type housing could be replicated (co-housing development)
- Building adaptations for older people into housing from the start
- Lifetime housing

Wellbeing and Equality

- More facilities for older children; alcohol free social spaces, recreation, ball games allowed, prepare spaces for ball games. (3)
- Reduce inequality, but how? Look at the evidence for how other Local Authorities have tackled equality in other areas (2)
- Full time sustainable food officer – education on how to grow own food. Community officers to support education for food growth? (2)
- Multi – generational living (lifetime homes / flexible living units)
- Understanding what levers are available to influence and shape positive behaviours
- Reinforce culture
- Virtual community acknowledgement
- Village hub / networking

Jobs and Employment

- Community office/co-working space/better Wi-Fi/broadband to enable remote working. Smarter distribution between breakout centres and hubs (2)
- Upskilling local people to get jobs in the local economy
- Incentivise businesses to move to certain locations (not just planning)
- Recognise and provide for home working in villages
- More farmers markets

Environment and Infrastructure

- Reconsider Opportunities: for increasing density
- Appreciate diversity between villages and have a subjective approach
- High density orientation: 8 storeys guideline (City) 3/4 storeys in villages (flats)
- Defining priorities that land must achieve to gain permission
- Ensuring all development has good access
- Max permeability of new developments

Transport

- Circular routes around Cambridge
- Excellent public transport and cycling and walking connections (2)
- Encourage reduction in use of the car – subsidise buses, reduce car spaces, mass pedestrianisation (3)
- Rapid transit with parking or stops – See European examples

- Electric car provision
- Good, public transport orientated developments

Climate Change

- Local food opportunities: Have a farming section in the local plan (3)
- Establish renewable energy mechanisms (2)
- Consider moving all cladding
- Reduce water usage
- Flood resilient homes: Raise infrastructure to protect homes?
- Stop plastic bags in superstores / Plastic packaging
- Co-operative energy
- Re-use of water / grey water
- Local energy generation
- Centralised heating system
- No gas boilers in new developments
- Require carbon offsetting for existing housing

Biodiversity and Green Spaces

- Don't build in the Fens – cost of monitoring drainage and sea level rise
- Afforestation
- Establish metrics for measuring success on carbon / biodiversity aims
- Define purpose of Green Belt
- Public open spaces
- Community woodland / commercial woodland
- Greenways connecting villages
- Build green spaces into development from the start - allotments should not come last

Other Spatial Issues

- Acting together [Cambridge City and South Cambs planning depts] - Use language such as “us and our” not “you and your” (2)
- Allow more localised thinking
- Engagement:
 - Local Members have a key role to play:
 - Mail drops
 - Gather Parishes to say their ideas
 - Need to stress the key time to input
 - Neighbourhood Plans and Village Design Guides
 - Have a specific officer to support and focus
 - Profile is not diverse - we need to engage different groups
 - Neighbourhood Plans not intended for change
- Data-driven decision making: Individual datasets i.e. per village to identify subjective issues
- Simplification in publications avoid limiting conversation. Clear communication – articulating a vision for why the change will help & what it will look like
- Attend Primary schools (fetes/fairs)

- Engage with difficult conversation
- How we communicate – better reach, hard to reach groups, competitions
- Policies – reduce number of executive summaries in digits format

Group Task 3: Reflections on previous Local Plan Process:

Engagement:

- People don't know about it
- More workshops – fewer exhibitions
- Reach whole community
- Consult with schools, supermarkets, medical centres, libraries, community centres – not just the 'usual' people (2)
- Routes to help young people feel involved – go to them
- Education on what local plan is and how it affects them
- Communications – taking residents along on each stage
- Avoid feeling of being 'done to'
- Available as an app as well as online – accessible to everyone
- Need to be more open and provide information during examination
- Co-housing. Tell people about it!
- Direct district Council engagement with parishes
- Facebook engagement with greater / general population
- Capture the views of young people
- All information on a parish should be presented to residents in draft form (Info may later be dispersed around the Local Plan)
- Parish based Local Plan groups would be useful in addition to parish councils
- Community Whatsapp groups (256 residents can fit into one group)
- Community workshops along the same lines as this event
- Communicate through Members
- School newsletters to age 18 (A Levels)
- Parish magazine engagement
- Local TV, radio for publicising Local Plan
 - Consultations:
 - Call for Sites Consultation
 - Provide more information
 - Timetable
 - How sites are tested

Content / Evidence:

- Check robustness of data at each stage of Plan preparation
- Understand housing land supply / delivery test issues
 - Be more flexible in accommodating these

Process:

- Locus of decision-making was very unclear
- Myth-busting / positivity approach
- Members need much more training in the Local Plan process than I had.
Everyone seemed to be talking in incomprehensible acronyms
- Lack of joined up thinking between authorities
- Consult using questions that help root the local plan in real situations/real life

Statutory Consultees, Interest Groups and Service Providers Local Plan Workshop

16 July 2019

10.30am-12.45pm

Council Chamber, South Cambridgeshire Hall, Cambourne Business Park,
Cambourne, CB23 6EA

Personnel:

Welcome and Introductions: Cllr Tumi Hawkins, SCDC; Cllr Katie Thornburrow, CCC

Presentation Chair: Paul Frainer

How the Local Plan process will engage with this? Philip Bylo

Conclusions and next steps: Paul Frainer, Caroline Hunt, Philip Bylo; Cllr Tumi Hawkins, SCDC; Cllr Katie Thornburrow, CCC

Facilitators: Jon Dixon, David Roberts; Stuart Morris; Nancy Kimberley, Caroline Hunt & Philip Bylo.

Scribe: Marie Roseaman

Attendance

Cambridge University

IWM Duxford

Carbon Neutral Cambridge

Cambridgeshire Fire and Rescue Service

Conservators of the River Cam

Forestry Commission England

British Horse Society

Cambridge and District Citizens Advice

Cambridgeshire and Peterborough Combined Authority

Greater Cambridge Partnership

Cambridge Area Bus Users

The Wildlife Trust

Cambridgeshire County Council

North Cambridge Academy
Camcycle
Cambridge Sustainable Food
Cambridge Area Bus Users x2 delegates
Swavesey & District Bridleways Association x2 delegates
Cambridge County Council x4 delegates
National Trust
Cambridge Past, Present and Future
Campaign to Protect Rural England (CPRE)
Cambridge Commons
Cambridge Water
Environmental Agency
Natural England
Stagecoach East
Openreach x2 delegates

Group Task 1: Key Issues: Challenges and Opportunities:

Challenges:

Housing

- Affordability (2)
- Overcrowding
- Housing and Jobs and growth need to be co-located

Total comments: 4

Wellbeing and Equality

- Reducing obesity and improving health and wellbeing: Providing Opportunities: for sport & physical activity, managing biodiversity impacts (3)
- Ageing population (2)
- Health: Changing models of NHS long term planning (2)
- Provision of spaces for market gardens. Resilience in local food system (2)
- Supporting new & existing communities and infrastructure impacts of growth (2)
- Access to healthy and sustainable food
- Community buy-in to the growth agenda
- Funding new sites for education infrastructure
- Reducing inequality
- Impact of London overspill

Total comments: 16

Jobs and Employment

- Rate/rent/rebate for sustainable businesses
- Future of farming

Total comments: 2

Environment and Infrastructure

- Renewable & fabric first inclusion/approach to new builds (domestic and commercial)
- Is the level of growth appropriate?
- Engineering of buildings. E.g. sprinkles, density of population, build-up of construction material
- Building quality – lack of understanding on five requirements
- Fast growth, new developments appearing without evaluating the impact on the area/settlements already there
- Funding major infrastructures
- Privacy of developers
- Regional context; how does GC respond to regional drivers
- 'Don't Kill the Golden Goose' keeping what makes Cambridge special

Total comments: 9

Transport

- Mass sustainability transport (congestion can be a barrier sustainable to growth and general movement) (5)
- Increased vehicle movements (albeit on many newly engineered roads)
- Improving Opportunities: for walking and cycling
- Transport connectivity – reconnecting settlement / villages / towns which have become isolated
- Long term implications of transport provision

Total comments: 9

Climate Change

Green Infrastructure (1)

- How does policy for 'Doubling Local Nature' endorsed by Nat Cons & Combined Council tally with Arc/Express

Climate Change (9)

- All new buildings/housing to be carbon zero earlier than 2050 (2)
- Environmental degradation from the ox-cam arc including express way
- Loss of countryside and greenfield

- Green/blue infrastructure
- Transmitting climate pledges into action
- Choosing between drastic carbon aims or growth agenda
- Good design in housing, transport
- Net zero carbon vs lifestyle habits

Energy (3)

- Availability of energy infrastructure in the local area, including green infrastructure (2)
- Electrification – Grid capacity. Transport, Housing, Renewable Generation, Electric Vehicles, No Gas

Water (6)

- Water supply – finite resources in South East (2)
- Water supply and electricity for new developments
- Availability of sewerage & sewerage treatment infrastructure
- Pressures from Environment Agency to reduce abstractions for water supply
- Future – proof for better use of utilities in new homes (i.e. allow for water recycling in future, if no new)

Total comments: 19

Other spatial issues

- Governance between councils and other organisations

Total comments: 1

Opportunities:

Housing

- Deliver 1 million homes

Total comments: 1

Wellbeing and Equality

- Community food growing spaces for all new housing development
- Opportunities: for better communities – How to build real communities (addressing transience) (2)

Total comments: 2

Jobs and Employment

- Massive expansion/development of clean tech sector

- New, skilled workforce
- Growth benefitting only R&D level jobs (high skill)
- Flexible work life patterns – designing homes to be multi-functional

Total comments: 4

Environment and Infrastructure

- Opportunities: for integration of urban and rural areas whilst protecting both, creating holistic developments that attract people to live and work (5)
- Work Closely with central government on growth agenda
- Implications of wider site development
- To provide digital, Broadband & Mobile infrastructure
- New building technologies

Total comments: 9

Transport

- Cycling and e-bikes (2)
- Better transport
- Creating more walking and cycling offers

Total comments: 4

Climate Change

Green Infrastructure (5)

- Cambridge Green New Deal
- Building locally & naturally.
- Tree cover – not enough. How to find land for this?
- Integrating green infrastructure in planning new plan
- Using the environmental to prevent ill health

Climate Change (3)

- Utilising the river as a green corridor when looking to offset environmental impact of population growth
- New developments must offset environmental impact @ net zero
- Issues of over-heating – land / house / natural.

Water (5)

- High quality and effective SUD's, water re-use (2)
- Water stressed region, river & stream dying, not enough water, sewage big issue
- Development scale water re-use/recycling schemes (i.e. Eddington)

- Compulsory features such as domestic sprinklers

Biodiversity (2)

- Biodiversity Net Gain vs Growth ambition. Where is the compromise?
- Doubling nature/nature recovery

Total comments: 15

Other spatial issues

- Citizens assembly for the local plan
- Issue and options Paper – How to make the best use of space available
- Governance

Total comments: 3

Group Task 2: What do we need to do to respond to these issues? (How radical do we need to be?)

Housing:

- Less dispersed, denser living
- This Local Plan is so quick after previous adoption. We are yet to understand impacts of housing mix
- Jobs/Location not same as houses
- More housing developments like Eddington. (Higher density development – don't be afraid of this.)
- Tackle affordability – provide land for self-build in every site & role of local authorities as landowners

Wellbeing and Equality:

- Some communities felt not listened to in both City & SCDC
- Welcome the idea of garden communities – mixed generations / housing / density
- Design of communities – key issue
- Well-being of residents – what is successful – feedback e.g. Marmalade Lane
- Rural areas – less travel. Still need facilities – doctors etc.
- Address - to provide more communities benefits (communicate the challenges)
- Supporting local/rural communities.
- Need integrated new urban & rural developments with houses, jobs, retail & services.

Jobs and Employment:

- Some doubts about basic evidence about jobs and homes needed to satisfy economic needs.
- Support small businesses

- More employment in villages – small workshops
- Challenge the viability argument in valuable areas
- Local jobs also important to balance high tech
- Viability – don't compromise & get lower provision

Environment including infrastructure:

- balance taller buildings with green spaces
- Strategy – question dispersed pattern of development more
- Location of developments require more thought.
- Better spatial approach
- Sustainable construction pattern.
- Enable more mixed land uses

Transport:

- Excellent & affordable public transport
- Joined up transport – e.g. cycle, parking, bus stops
- Travel hubs featured more in Local Plan

Climate Change:

- Net zero carbon – Require developers to provide exemplar developments.
- Water – capacity of natural environment
- Biodiversity; protect, link and expand existing sites
- Protect the natural environment – importance of natural spaces for the health and well-being as well as managed spaces
- Green lungs – Green Infrastructure led spatial patterns

Other Spatial Issues:

- Engagement:
- Better engagement with local communities
- Not enough effort made to explain policy choices
- Better methods needed for engagement, such as Citizens Advice
- How to encourage our younger residents to get involved
- Joined up assumptions/at different levels of governments – CPCA/County District

Group Task 3: Reflections on previous Local Plan process

Engagement:

- More workshops please
- Get together a group of related interest groups – so can input into policies from the start
- Involve public more at early stage,
- Use clearer, and less jargon in policy wording
- Wider consultation – lots of people don't even know what a local plan is so tell them

- Outreach – Need a robust communications strategy to reach hard to reach groups
- Include a greater proportion of community and keep them engaged (need to bring the Local Plan to life)
- Streaming ads – Facebook, YouTube?
- Examination: advice/training per community groups to know how to represent
- Consultees provide opportunity to comment informally on early draft policies
- Innovative engagement with hard to reach groups
- Need to communicate associated implications of growth sites
- Allow time for experts to input to the process
- Ensure Cambridge and Peterborough Combined Authority input as new key producing relevant strategies

Content / Evidence:

- Not enough inclusion of biodiversity net gain
- Objectively Assessed Need for housing / standard methodology was OK
- Housing need / shelter? Important issues that need attention in this Local Plan
- Rural developments/allocations need to have alongside them the necessary range of infrastructure
- Climate changing - increased drought risk to already dry land
- Irrigated agriculture – appropriate crops in dry region
- Urban sprawl and SW run-off taking rainfall away from the rivers/groundwater
- New developments to have water consumption lower
- Need to include more up to date evidence on the three strands

Process:

- Process took too long. Will there be similar problems with a combined plan?
- Disenfranchisement due to length taken in creating and examining the plan
- Collaborative approach to sports
- Provision should be made for equestrians at the outset
- Transport authority should be informed at an early stage in intensifying growth sites – need an integrated process
- Set clear policy targets e.g. % sustainable transport & developments
- Contributions should be on an area basis – not individual sites
- Put the right policy requirements in the Local Plan and don't leave important requirements to an SPD – how to make sure it has right DM process
- Consistency throughout Local Plan

Landowners, Developers and Agents Local Plan Workshop

17 July 2019:
10:30am - 1:00pm

Council Chamber, South Cambridgeshire Hall, Cambourne Business Park,
Cambourne, CB23 6EA

Personnel:

Welcome and Introductions: Cllr Tumi Hawkins, South Cambridgeshire District Council (SCDC) and Cllr Katie Thornburrow, Cambridge City Council (CCC)

Presentation Chair: Paul Frainer

How the Local Plan process will engage with this? Philip Bylo

Conclusions and next steps: Paul Frainer, Caroline Hunt, Philip Bylo; Cllr Tumi Hawkins, SCDC; Cllr Katie Thornburrow, CCC

Facilitators: Jon Dixon, David Roberts; Stuart Morris; Nancy Kimberley; Caroline Hunt & Philip Bylo.

Scribe: Marie Roseaman

Attendance:

Infinity Architects

Barton Willmore x2 delegates

Hallam Land Management Ltd.

Grosvenor

Deloitte x2 delegates

Scott Properties

Sherwood Architects

Strutt and Parker

Quod x2 delegates

Axis Land Partnerships

Bidwells

Cheffins

Pelham Structures

Turley

Barker Storey Matthews

Bloomhall

Axis Land Partnerships

Carter Jonas x2 delegates

Endurance Estates

Rapleys

Orchestra Land

Brown and Co.

Kings Gate Management Company (Cambridge) Ltd.

Sphere 25

Savills

Bryant Land and Property

Lichfields

Orchestra Land

Gladman

Eclipse Planning Services

Planning and Architecture
CHS Group
Taylor Wimpey East Anglia
University of Cambridge
Durman Stearn (Civil Engineering Limited)
Pegasus Planning
Heydon Grange x2 delegates
Heydon Grange
Landowner at Papworth Everard/A1198
Countryside
Developers x2

Group Task 1: Key Issues: Challenges and Opportunities:

Housing

Challenges

- Addressing the housing crisis: Providing a choice of houses, not just for tech sector but for home working etc while at the same time supporting innovation reputation (4)
- Increase housing supply in time to meet needs and housing delivery dates (5)
- Housing tenure models – are attitude to rentals changing? (2)
- Affordability compared to commuting costs / time (4)
- Too much reliance on new settlements.
- Question delivery dates and 5-year Land supply.
- A more balanced distribution – less reliance on large new settlements

Total comments: 18

Opportunities

- Meeting changing housing tenure models and housing market supply better (3)
- Being creative on housing types on sites such as custom and self-build and give preference to promoters doing this (2)
- Focus housing near employment and vice versa
- Recognising housing models beyond housing standards can deliver high quality
- Building houses in a way that they consume less energy, make efficient use of energy and use renewable energy

Total comments: 8

Wellbeing and Equality

Challenges

- Ageing population; how do we plan for this?

- Urban centres diversification away from retail to social interaction centre
- Population growth
- Delivering the growth needed but which impacts positively on transport, environment, design, wellbeing and the needs of the community
- Keeping residential amenity

Total comments: 5

Opportunities

- Delivering the growth needed but which impacts positively on transport, environment, design, wellbeing and the needs of the community (2)
- Grow small villages as they already have the start of a settlement
- Urban centres: diversification away from retail to social interaction centre
Well-designed new neighbourhoods

Total comments: 4

Jobs and Employment

Challenges

- Meeting need for skills / trades / workforce
- Land value/Development cost
- Supplying the rural economy
- Flexible labour market.
- Travel to work
- Future of manufacturing and distribution
- Equitable and flexible employment offer
- Difficulties recruiting and retaining staff due to high cost of living
- Employment: need sites for business relocations from Cambridge (and NE Cambridge for example). Small scale, affordable – B1/B2. NOT just large-scale Science Parks.
- High land value – provides Opportunities: in Cambridge
Cambridge economic success is spatially concentrated on the City – does not readily disperse

Total comments: 10

Opportunities

- Promote flexible R&D employment space – especially zero carbon industry and reinforce tech development (2)
- Land value: set out realistic expectations. Plan meeting stage to ensure that landowners have realistic expectation of value if allocated (2)
- Embrace technology in job growth: Home working/flexible hours
- Marshall relocation – lots of potential on land but may lose major employer

- Re-purposing town centres to return to a thriving economy
- Use the plan to support national and regional objectives for Cambridgeshire to be an 'engine' for growth – post Brexit
- Supporting innovation with a flexibility in policy
- Unique knowledge economy with huge potential

Total comments: 10

Employment and Infrastructure

Challenges

- Deliverable and realistic timescales, managing growth successfully, ie: delays in discharging planning conditions. No encouragement for pre-apps given huge delays, Committee referrals, streamlined planning process (5)
- Balanced spatial approach needed. Need planned undispersed village growth as well as urban growth – more deliverable, village vitality. For example, overcoming small village nimbyism, but keeping villages as villages (4)
- Making more sustainable development
- Increase planning resources
- Problem of success – how do we keep it up?
- Macro growth vs micro impacts
- Infrastructure, especially making timely decisions on preferred options so not to impact on delivery
- Off-site infrastructure
- cost/options.
- Resilience testing, flexibility testing -robustness clarity / certainty

Total comments: 16

Opportunities

- "Improve" Greater Cambs
- Looser boundaries
- Deliver better digital networks
- Attractive environment
- Drafting succinct planning policies which are positively worded yet enable flexibility and options in the delivery of appropriate development
- Willingness and ability to embrace technology and new approaches to living / working / moving

Total comments: 6

Transport

Challenges

- Delivering sufficient transport infrastructure to achieve sustainability objectives as technology improves (4)
- Transport too expensive and unreliable (3)
- Congestion. Leads to difficulties in recruiting; impacts on air quality. We need better links (2)
- Rural transport with Greater Cambridge. Support rural communities
- Green belt transport
- Connecting homes and jobs

Total comments: 12

Opportunities

- Last mile infrastructure - coordinate delivery
- Aligning transport and growth
- Changing transport technologies
- Rural transport with Greater Cambridge. Support rural communities
- Have more distribution hubs
- Transport development into eco-friendly modes of movement
- Cycle culture
- Connectivity – between Oxford and London needs improvement

Total comments: 7

Climate Change

Challenges

Green Infrastructure (8)

- Green belt does it need a review? (7)
- Getting greener infrastructure into design from outset, not as bolt on

Climate Change (3)

- Implementation of net gain. How will this be achieved?
- Costs of net zero Carbon Dioxide
- Balancing carbon agenda with heritage concerns

Energy (3)

- More coordinated district energy scheme
- Electricity grid – electric cars
- Utilities infrastructure capacity

Total comments: 14

Opportunities

Green Infrastructure (3)

- Releasing green belt on the edge of settlements. It should not be sacrosanct, should be reassessed (3)

Climate Change (2)

- Encourage greater sustainability
- Using innovative technology in planning

Energy (2)

- Try to encourage car clubs/charging points. Brighton has over 200
- More coordinated district energy scheme

Biodiversity (3)

- Embed net biodiversity gain into all developments
- Enhance biodiversity
- Make greenbelt work for biodiversity. Net gain/Carbon dioxide

Total comments: 10

Other Spatial Issues

Challenges

- Joined up thinking – SCDC/CCC - resolving 'overall process' (2)
- Drafting succinct planning policies which are positively worded yet enable flexibility and options in the delivery of appropriate development (2)
- Competent personnel Council side
- Community opposition
- Big issues first
- National policy is too blunt
- Governance issues: GCP, CA, LPAs, CCC not joined up. Confusion and delays
- Heritage Assets – move away from focus on preserve to enhance

Total comments: 10

Opportunities

- Longer planning horizon. Don't just plan for the minimum Local Plan period (2)
- 'Giving the LPA a chance by being properly funded and resourced' (2)
- Establish new set up (Greater Cambridge)
- Regain confidence of developers/promoters/Agents

- “Correct” process and speculative successful applications
- Planning Services resourcing and experience.
- Working partnership between Local Authority and the development market to be established. Meeting regularly during plan process

Total comments: 9

Group Task 2: What do we need to do to respond to these issues? (How radical do we need to be?)

Housing:

- Support custom build, housing models and self-build, plus different affordable models
- Provide target numbers for housing in more sustainable villages
- Densification in housing: Height/mansion blocks. More accessibility
- Wider scope for affordable housing provision – not just through market housing

Wellbeing and Equality:

- Higher level of engagement with communities throughout the process (2)
- Schools provision: needs to look further ahead – positively plan – early investment and timely provision
 - community use of schools
 - need to identify land early and get money early
- Grow small villages – Community led housing
- LAs to take greater role in influencing national policy to capture key local objectives

Jobs and Employment:

- CAM-OX corridor essential for Cambridge
- Employment – qualitative and location more important than quantitative.
- Give serious consideration to private sector business needs and recommendations from Cambridge Ahead and CPIER
- Land value capture/CIL/will affect land availability

Environment including Infrastructure:

- Allocate specific sites / Over allocate sites to improve delivery/including more smaller sites in the villages (2)
- Implement Design Codes
- Better digital infrastructure
- Reserved sites should be prioritised over allocations
- Growth in new settlements; urban but also villages
- Settlement boundaries: be more flexible to allow determining inspectors to acknowledge sustainability
- Cambridge fringes are the best locations for sustainable development

Transport:

- Think strategically with transport infrastructure
- Improve public transport and consider new transport technology
- Also consider transport in light of Ox-Cam corridor
- Transport from Park & Ride – city centre – key area to improve
- Incentives for getting out of cars, e.g. free Park & Ride buses
- Need Green Belt review around transport nodes
- East – West rail transport hubs – but what will the needs be in 15 – 20 years' time?
- Developers contribute to major new transport infrastructure

Climate Change:

- Energy Company for Greater Cambridge – robust and affordable – boosting solar PV including energy storage
- Greentech
- Carbon neutral – cost burden, viability
- Redistribute GB – off set carbon – areas for trees and net gain for biodiversity
- Get infrastructure providers on-board in Local Plan process to understand how impacts on development strategy and costs, e.g. water, power, including new technologies. Potential role for Cambridge Peterborough Combined Authority? Local infrastructure forum? Role for connecting Cambridgeshire.
- Local energy generation on strategic sites
- Categorise Greenbelt status
- Opportunities: to fund low carbon infrastructure
- Roll back Green Belt – or redistribute to allow development closer to Cambridge

Other Spatial Issues:

- Engagement: engage with wider cross-section of community (include young people) and how to meet their needs (not just those who shout loudest) (4)
 - more digital
 - commitment from members and Parish Councils to be community leaders and not just blockers – education required
 - building a community conversation (does not work up commuter dormitories?)
 - connect into primary schools (key part of community) and engage with their needs
- Neighbourhood plans: look at wider area? – i.e. masterplan for villages?
 - be more positive. What do they want from development?
 - delivery of homes?
- Local Plan
 - more core strategy and CDF type approach = more flexible and supported by more detailed evidence
- Greater role for Neighbourhood plans
- Local Plan should provide more certainty
- Planning decisions more policy led and not political. Committee members need to endorse officers' recommendations more
- Dedicated team to implement the plan

- Plan should cover 50 years
- Longer term strategy with policies reviewed regularly to deliver the strategy
- Flexible policies
- Empowerment of Planning Officers
- Buy in from the public
- More informed members
- Members to trust Officers
- Raise profile of Planning within the Council (s)
- Increased resources in Planning Department
- Early infrastructure funding and delivery
- Dedicated steering groups set up as soon as site draft allocations – Parish Councillor, Developer, LPA
- More joined up and effective governance (GCP/CA/LPAs, etc)
- Encourage more Neighbourhood Plans
- Simplified planning zones (or similar – Bicester ex)
- Longer term planning – 2050/60
- Shame that we do not have regional plans
- Consider annual review of specific policies to help keep up with fast changing world and national policy/guidance
- Focus on local policies needed – rely on national policy where appropriate to help achieve streamlined plan

Group Task 3: Reflections on previous Local Plan process:

Engagement:

- Local plan engagement – needs to continue through examination once plan is fixed
- Difficult to communicate why Plan took so long. Need a better strategy this time around (2)
- Be positive about the good things
- Consultation with all areas/groups listening to people
- Understanding of strategic process? Getting to key local organisations
- Refusal to listen to local knowledge in allocations – agents need to be prioritised

Evidence / Content:

- Documents – visual local plan. User friendly with clarity, summary/technical, not too heavy / technical. Perhaps include a concise summary? (4)
- Evidence – focus by priorities discussed not just generic
- Need to state what a Local Plan is and what's in an SPD? To give more flexibility in going forward
- 5-year supply created a lack of confidence
- Are we checking we are making the most of permissions – are we monitoring all conditions? Are some key assets being lost? What does that mean for local plan?
- Influence developers to create a playing pitch strategy / indoors sport

- Flexible plan needed
- Overall objectives – happy/healthy communities
- Conversation in Local Plan about realities of economic growth (international nature of tech sector reinforces economy but also limits opportunity for low income groups) (3)
- Retrofit of existing homes – can we fund this through developer contributions
- Not enough land for housing
- Need more thorough evidence
- Protect our green belt & village identity
- Need new plan that meets anticipated needs of area & stick to it
- More landscape strategy
- Undermined by 5-year supply issues. Standard method should help (2)
- Transport evidence: Not integrated, too late (2)
- Challenges through delay and examination as most policies were focussed on delivering the minimum (2)
- Did not meet housing needs to older/younger people
- Numbers driven – too focused on targets
- Inconsistencies between City and SCDC evidence documents, e.g. green belt study update
- Greater range of sites would be good
- Late integration, e.g. housing trajectory
- Infrastructure reliance on large sites
- Need to look further ahead
- Lack of consideration of walking trail in previous Local Plan
- More certain policies – do not want to be able to read in different ways
- Shorter and simpler – fewer options which conflict less with other policies in the Plan
- Too wordy, especially Cambridge City Local Plan
- Need more opportunity Areas in Cambridge
- Consider carefully any DPD/SPDs after Local Plan as they slow down delivery
- Proportionate/timing of evidence

Process:

- Objections to development thrown out by inspector who has little local knowledge
- Mistake to have joint examination. SCDC / CC have different local needs (2)
- Should East Cambs have been linked through the Cambridge/SCDC examination?
- Rank sites according to suitability, so you can add sites if needed
- High cost of plan process (2)
- Sensible development commencement needed
- Development search – had not genuinely followed a sequential approach
- Need enough clarity in Local Plan policies for land value purposes, but not too much detail

Cambridge Residents' Associations and South Cambridgeshire Parish Councils Local Plan Workshop

17 July 2019:

6:30pm – 9:00pm

Shelford Rugby Club, The Davey Field, Great Shelford, Cambridge, CB22 5JJ

Personnel:

Welcome and Introductions: Cllr Tumi Hawkins, South Cambridgeshire District Council (SCDC) and Cllr Katie Thornburrow, Cambridge City Council (CCC)

Presentation Chair: Caroline Hunt

How the Local Plan process will engage with this? Philip Bylo

Conclusions and next steps: Caroline Hunt, Philip Bylo; Cllr Tumi Hawkins, SCDC; Cllr Katie Thornburrow, CCC

Facilitators: Jon Dixon, David Roberts; Stuart Morris; Caroline Hunt; Hana Loftus, Philip Bylo & Marie Roseaman

Scribe: Marie Roseaman

Attendance:

Gt Abingdon PC

Abingdon Piggots PC

Hills Rd Area RA x2 delegates

Queen Edith's RA

Cambridge PPF

Haslingfield PC

Duxford PC

Linton PC

Fowlmere PC

North Newnam RA

Whittlesford PC

Balsham PC x2 delegates

Cottenham PC

Swavesey PC

Grantchester RA

Trumpington RA

Barton Parish Council x2 delegates

Lt Gransden PC

Teversham PC

Milton PC

Cambourne Town Council

Cambridge Commons

Caldecote Parish Council

Willingham PC

Sawston PC x2 delegates
Hardwick PC x2 delegates
Foxton PC
Weston Coville PC
Hinxtton PC
Little Abington PC x2 delegates
Histon Rd RA
Little Shelford PC
Hurst Park Estate RA
Pampisford PC
Harston PC

Group Task 1: Key Issues: Challenges and Opportunities:

Housing

Challenges

- Lack of real affordable housing (5)
- Better housing – bigger inside, gardens, less density (2)
- National policy (remove Right to Buy)
- Is there a limit to the rate of increase of housing?
- More village housing
- Age of village housing
- Lack of trust regarding unwanted housing development
- Social housing

Total comments: 13

Opportunities

- Design: Build more houses with gardens, more bungalows, retirement villages (3)
- Better housing standards that are zero carbon
- Making new housing developments look less like student flat boxes

Total comments: 5

Wellbeing and Equality

Challenges

- Distribution of population profiles: Lack of children in some villages = school pressures (2)
- Sustainability for future – needs to be suitable for aging population (2)
- Better village health: Schools & health provision lag behind
- Individual local communities should be preserved; some villages would struggle to maintain a local community with continued rate of development

Total comments: 6

Opportunities

- More Opportunities: for smaller families not just executive / professionals / students (2)
- Maintain and strengthen communities
- Planning for an ageing population
- Villages are not appealing for young people (prefer city Life)

Total comments: 5

Jobs and Employment

Challenges

- University/colleges too strong influence
- Is there a limit to the rate of increase of employment?
- non-tech employment needs consideration
- Boost local tech employment

Total comments: 4

Opportunities

- Enable people to live close to where they work by establishing digital infrastructure and village hub space

Total comments: 1

Employment including Infrastructure

Challenges

- Imbalance about where growth is loaded at present – do we need to restrain rate of growth? (3)
- No infrastructure for current growth (2)
- Feels like we are just London overspill
- Need to maintain identify & character
- Developers do not deliver on their promise's example: NIAB vs Trumpington Meadows. Can we do better?
- Cambridge should remain a low-density city, even at North East Cambridge
- Keep the rural areas rural
- Encouraging group villages to thrive
- Stopping villages becoming car parks for the City

Total comments: 12

Opportunities

- Village and City character and design – needs understanding and respecting (2)
- Re-asses village envelopes (settlement areas)

Total comments: 3

Transport

Challenges

- High cost of public transport (2)
- Rural transport to Cambridge: unreliable and too dispersed (2)
- People living in areas of cheaper housing leads to wider congestion
- Develop junction 9 on the M11 to relieve pressure on the A505
- Delivering effective public transport

Total comments: 7

Opportunities

- Public transport improvements:
- Rail: Build or re-open railway stations and relocate some to do better – Whittlesford or a new South Cambridge Station for example. Electrify railway lines (to Peterborough) (5)
- Embrace transport technology: better sustainable transport links, hubs, use the UBER type model for personal mobility (5)
- Better cycle, bus and train routes to link housing & employment (2)
- Develop restricted road system to link up the various research establishments to provide public transport
- Behavioural changes needed to boost public transport and cycling. Get them by offering high quality speedy and reliable cycle routes

Total comments: 14

Climate Change

Challenges

Green Infrastructure (9)

- Green belt: Retain or release, is it worth reassessing? It should be preserved to maintain village separation (5)
- Not enough green spaces (4)

Climate Change (5)

- The need to be carbon neutral by 2050 (5)

Water (4)

- Sewerage – infrastructure is ageing (2)
- Whole region water stressed. River Cam lowest flow since 1949
- Water companies' growth may not be appropriate to water availability

Total comments: 18

Opportunities

Green Infrastructure (7)

- Provide more / prevent loss of green spaces in the city (4)
- Establish and reinforce green linkages
- Biodiversity
- Greenbelt review?

Climate Change (2)

- Sustainability & Carbon Neutral – Greater Cambridge & City
- Need to retrofit existing housing stock with low carbon tools

Total comments: 9

Other Spatial Issues

Challenges

- Speedier process needed – two Local Plans may delay events
- Simpler local plan could speed things up
- Avoid repeating NPPF/NPPG
- Do not use out of date evidence
- Central government figures/targets need to be considered

Total comments: 5

Opportunities

- Governance: Competing between Cambridge City & South Cambridgeshire;
Need for more Duty to Cooperate with neighbouring District and County Councils
(3)
- Need for close & co-ordinating working by members as well as officers

Total comments: 4

Group Task 2: What do we need to do to respond to these issues? (How radical do we need to be?)

Housing:

- Affordable housing that STAYS affordable
- Accommodation for older people – assisted time, phased, community environment

Wellbeing and Equality:

- Schools/Infrastructure – provide allowing for further growth
- Land value capture – to be used to gain community benefits
- Making new settlements better such as with cultural provision
- Northstowe: Deliver more infrastructure – employment / facilities / park

Jobs and Employment:

- Location of growth – satellite employment locations to lessen pressure on Cambridge
- New settlements to have mixed retail? With retail on the ground floor and housing above
- Economic growth – is it a good thing?
- Country needs Cambridge as a key growth location

Environment including Infrastructure):

- “Taking the steam out of City Centre” How?
- Peripheral corridor – 7/8 miles from centre
- Waterbeach – opportunity for balanced development
- Danger of falling victim to own success?
- 2040 natural limits to growth + 100,000 population
- Work hard on infrastructure first approach
- Feels like a concrete jungle, need outside space/storage

Transport:

- Routes between towns – direct & from villages
- Get people out of cars – clear the roads
- Congestion charge – push people to Park & Ride
- Funds towards sustainable transport
- Needs to be accompanied by excellent public transport
- Could we create too much congestion?
- Not too much parking
- Transport – joined up systems

Climate Change:

- Parkland to the North of A14
- Tree planting at significant scale – air quality, even around existing development, plant semi-mature trees

- Higher water efficiency – grey water, standard as standard

Other Spatial Issues:

- View the Local Plan in terms of 4 functions – students, tourism, hi-tech employment, regional centre
- Unify responsible bodies

Group Task 3: Reflections on previous Local Plan process:

Engagement:

- Lack of communication during examination
- Transparency
- Raise profile to general public
- More engagement – Parish Councils not listened to Residents Association don't allow them to be over-ruled
- More workshop dates fixed as soon as possible – create a timetable
- Engagement wasn't early enough last time round – this is better
- Is consultation lip service?
- Need a Citizens Assembly

Content / Evidence:

- Village boundaries not changed without consultation – RA's & PC's ignored and over-ruled by policy inspectors
- Is there any Local Plan "strength" to stop development?
- Stop reactive approach to transport
- Is the Local Plan Call for sites led?
- Neighbourhood plan vs Local plan?
- How long to plan for? 2040/2050, Mayor looking for 2050
- Connections to new growth areas
- After development delivery of infrastructure "teeth"
- Local plan took too long last time
- Pleased to see City and SCDC planners working together
- Need to listen and act on technical requirements - don't bury your head in the sand

Process:

- Inspection issue resulted from a poor plan
- Consultation should not be a talking shop – must have impact
- Big picture approach is important
- Planning Team reluctant to make changes to draft plan

Internal Officers Local Plan Workshop

22 July 2019

10.00am-12.30pm

Council Chamber, South Cambridgeshire Hall, Cambourne Business Park,
Cambourne, CB23 6EA

Personnel:

Welcome and Introductions: Cllr Tumi Hawkins, SCDC; Cllr Katie Thornburrow, CCC

Presentation Chair: Caroline Hunt

How the Local Plan process will engage with this? Philip Bylo

Conclusions and next steps: Caroline Hunt, Philip Bylo; Cllr Tumi Hawkins, SCDC; Cllr Katie Thornburrow, CCC

Facilitators: Jon Dixon, David Roberts; Stuart Morris; Caroline Hunt, Philip Bylo

Scribe: Marie Roseaman

Attendance: South Cambridgeshire District Council and Cambridge City Council Employees

Group Task 1: Key Issues: Challenges and Opportunities:

Housing

Challenges:

- Housing that meets the needs of employment and workforce respectively (2)

Total comments: 2

Opportunities:

- Affordable housing: what other products could be offered?
- New flexible models of accommodation co-housing/sharing

Total comments: 2

Wellbeing and Equality

Challenges:

- Supporting health – older people/others (2)
- What will be in the heart of our communities?
- Enabling new types of living e.g. older people living options.

Total comments: 4

Opportunities:

- Community / resident led development important /encouraged (3)
- Resident buy in – sharing the vision

- Inequality issues – whole place issues benefit everyone
- Retaining the attractions of the area
- Social interactions important to reinforce / maintain

Total comments: 7

Jobs and Employment

Challenges:

- Flexible plan that does not stifle technological innovation
- Delivering more jobs outside the City?
- Disconnect between some employment sites in south of District and housing to the north
- What is the future of retail?
- Maintaining / growing existing

Total comments: 5

Opportunities:

- Existing employment areas in city hinterland
- Jobs with the rising trends in remote working & IT connectivity
- Marshalls – relocation issue, mitigating job losses?
- Hub in City, peripheral office locations needed. What do businesses want?
- Job and homes matching employment requirements

Total comments: 5

Environment including Infrastructure

Challenges:

- Uncertain pace of change: How will the Council manage and fund provision of infrastructure, including digital infrastructure? (3)
- Maintaining identity
- Role of villages in terms of wider technology character
- Public services to support growth
- Resident buy in – sharing the vision
- Vision for size of Cambridge – what kind of spatial strategy do we undertake?
- Are we learning lessons from previous developments?

Total comments: 9

Opportunities:

- A holistic vision and strategy for size of region

- Retaining identity of City / Village spaces

Total comments: 2

Transport

Challenges:

- Need excellent public transport in terms of service and cost (which are currently lacking), including buses. Look to London for solutions (4)
- How to manage car free in the city
- Imagining future mobility
- Primacy of driving into the city from South Cambs area

Total comments: 7

Opportunities:

- District/National policy to promote sustainable transport/travel and integrating it into new development, i.e. car parking issues (3)
- Electric vehicles / autonomous vehicles /other technology impact on style of economy/jobs. How do we enable these and the benefits they bring? (2)
- Congestion charging (need better public transport)
- Bring / limit densification and their impacts
- Public transport – new routes, extension of times and travel

Total comments: 8

Climate Change

Challenges:

- Changing attitudes re. environmental behaviours (4)
- Grid capacity (3)
- Densification: incremental, lots of Green Biodiversity loss (3)
- NPPF measurable biodiversity net gain: 10% - 20% - 25%? (2)
- Doubling nature vision
- Low carbon construction
- Impacts from development infrastructure (how can this be measured / addressed?)

Total comments: 15

Opportunities:

- Biodiversity loss; NPPF measurable biodiversity net gain 10% - 20% - 25% (2)
- Zero carbon homes and commercial buildings opportunity (2)
- Meeting the Doubling Nature vision (2)

- Climate change – zero emissions. Diesel phase out. Electric infrastructure issues.

Total comments: 7

Other spatial issues

Challenges:

- Wealthier areas should incur developer contributions
- Becoming a beacon for change at SCDC
- Just building to targets – we can achieve more than this

Total comments: 3

Opportunities:

- Local Plan to be beacon for change for SCDC
- Use evidence-based approach
- Level of ambition needs to be confirmed

Total comments: 3

Group Task 2: What do we need to do to respond to these issues? (How radical do we need to be?)

Housing

- Older peoples housing – centralised and accessible
- HMO – good provisions needed (5-year tenancy option)
- Housing choice to enable movement important.
- How we think about relationship between jobs and homes

Wellbeing and Equality

- Sustainability communities/health issues key
- Hubs for community/health centres
- Seasonal food/local provision
- Live nearer work
- Local Plan to take communities with it as it drives forward
- Work with communities – bottom up, neighbourhood plan? New ways of enabling difficult discussion
- Health objectives at care of plan

Jobs and Employment

- New patterns of working – different working week? Home working space
- Economic capacity? Transport capacity? Rural area capacity?

- Future of employment – do we understand our area?
- Flexible working space
- Live/Work units?
- Scope to work in villages using shared space facilities

Environment including Infrastructure

- High density living would help
- Requiring high quality sustainability measures/design in buildings and can we make sure people use them

Transport

- Sustainable travel – behaviour change, cycle footpath provision, Electric Vehicle provision
- 30 minutes cycle ride to key areas
- Reduce car dependency? Targets.
- Cycle routes – safe & attractive
- Autonomous transport issues
- Local bus services/private services would be good
- How to spend business rates – public buses?

Climate Change

- Clear vision – agreed with all e.g. net zero carbon to then set the planning framework
- Net zero carbon ambitions stated by councils are helpful starting point
- Zero carbon – ambitions targets for buildings. Can we include lifestyles?
- Call for green infrastructure
- How to approach green belt? Understand biodiversity/landscape benefits
- Co-ordinating green infrastructure into overall development strategy, from strategic to local scale -supporting healthy lifestyle – absolutely key in hand with development
- Metric for green canopy over green roofs etc?
- How to net zero carbon?
- Farming/Solar/Wind farms for electronic provision
- Tree planting/offsetting/zero carbon delivery
- Green belt? Challenge the concept? Good quality design in this area. No bio/landscape value here in GB. Parkland/recreation better in GB areas

Group Task 3: Reflections on previous Local Plan process

Engagement

- New political context. Need to manage member expectations

- Communications – role of everyone in the council to support the local plan and instigate discussion with contacts / all areas / groups
- Engagement needs to continue through process and examination once plan is fixed (2)
- Need to convey to local organisations understanding of strategic process and benefits / constraints of economic growth (2)
- Benchmarking Local Plan Document at each stage of the process
- Parish Councils and Residents Association not listened to. Don't allow them to be over-ruled
- Engagement wasn't early enough last time round – this is better
- Scepticism that hostility/opposition is ignored
- Is consultation lip service
- Citizens assembly
- Consider the organisations power structures around the plan
- Lack of honesty/transparency

Content / Evidence

- Need a visual local plan. User friendly, clear. Include a summary. Not too technical (2)
- Evidence – Need more thorough evidence based. Focus by priorities discussed not just generic (2)
- Need for clarity & eligibility but conciseness
- Need to explain difference between what is in LP & what is in SPD?
- More flexibility (2)
- Government policy for economic growth needs reconciling with international competition for economic growth (2)
- Protect our green belt & village identity. More landscape strategy (2)
- How challenging should we be?
- What other mechanisms/structures do we need to ensure ongoing maintenance/management of funds/land/facilities

Process

- Very long – difficult to communicate about this. Need to bear this in mind when communicating this time around. Danger of burnout (4)
- Team worked very hard – back into challenging programme. Need proper resource. Focus on priorities. Acknowledging or addressing limited resource (4)
- Get as much buy-in from stakeholders before the plan is fixed
- Learn from what caused the length of examination. Was mainly the strategy.
- Make sure you learn lessons – different at different locations.
- Leadership of low carbon/future, project management process
- Managing expectations for members
- Need new plan meets anticipated needs of area & stick to it
- Objections to development thrown out by inspector who has little local knowledge

- Big picture is important
- Issue of 4-year election cycle
- Pleased to see City and SCDC planners working together

Businesses Local Plan Workshop

5 September 2019:

8:30am – 10:30am

Innovation Centre, British Antarctic Society, Madingley Road, Cambridge

Personnel:

Welcome and Introductions: Cllr Bridget Smith SCDC; Cllr Tumi Hawkins SCDC

Presentation Chair: Stephen Kelly

How the Local Plan process will engage with this? Caroline Hunt

Conclusions and next steps: Caroline Hunt, Philip Bylo; Cllr Tumi Hawkins, SCDC

Facilitators: Paul Frainer, Ryan Howsham, Jon Dixon, Philip Bylo

Scribes: Johanna Davies, Vicky Christley

Attendance

Amrani Education Ltd

Cambridge University Press

Gonville & Caius College

Espi Ltd

Ridgeons

Cambridge Ahead

Move to Cambridge

Marshall Group Properties x2

Forbes Training Ltd

Domino Ltd

Encore Property Management

Athene Communications

Your Space Serviced Apartments

YMCA

Asset & Support Management

Paragon Land & Estates

Millers Group

TTP Group Plc

FSB

Haindaniels Grocery

Babraham Institute

PPD Global

NFU

Data Connect

Group Task 1: Key Issues: Challenges and Opportunities:

Housing

Challenges

- Affordability. Means people migrate to cheaper areas without facilities (3)
- London magnet effect inflating housing

Total comments: 4

Opportunities

- Availability / providing affordable/mid-range/high end homes (2)
- Converting retail to residential e.g. Grafton Centre, central City locations (2)
- Homes/Jobs balance

Total comments: 5

Wellbeing and Equality

Challenges

- Group tourism – nowhere to stay so therefore don't spend as much as possible in the area (2)
- Lack of community

Total comments: 3

Opportunities

- Improved healthcare in new communities (and existing)
- Improve schools as people will locate where there are good schools

Total comments: 2

Jobs and Employment

Challenges

- Employment Sites Vs Labour – work currently concentrated in South & West, people need to travel (3)
- Availability / affordability of economic opportunities. Development other than housing. Start-ups need premises too! (2)
- How do we meet economic demands, e.g. do we focus on specialist or generalist businesses? Need to determine what makes Cambridge so competitive. (2)
- Affordable land / availability - other services important for locals. Cost of operating in centre of City is driving out some businesses (2)
- Power of Universities – influence they have (2)

- DNA of Oxford & Cambridgeshire / London effect – Dilute it? Or Keep it? (2)
- How to negotiate changes in retail habits
- Construction disruption for long period is negative for businesses (e.g. A14)
- Cost of living effect on disposable income
- Economic success strangled by lack of transport
- Attracting staff to the area due to transport/housing costs

Total comments: 18

Opportunities

- Need more inclusiveness to ensure existing population are skilled / trained or attracting blue collar employers (2)
- Lots of employment opportunities, e.g. Cambridge / Oxford ARC. Need to build on this
- There is huge international interest in the innovation coming out of Cambridge which can be capitalised on
- Jobs – closer to work/linked to salary
- Deliver more of what makes Cambridge a special place (culture, green/open spaces)
- Business rates need evolution
- Growing workforce availability
- Providing food for the nation
- Enabling space for lower value-added businesses
- Employment areas take staff from a wide area
- Development will generate retail opportunities. We need the local economy to benefit from this opportunity
- Can we tackle inflation caused by purchase /investment by foreign investors ‘buy to leave’

Total comments: 13

Environment including Infrastructure

Challenges

- Better digital infrastructure needed. Virtual meetings require excellent internet (3)
- Environment; enhancing it but remembering national significance
- Are we building without infrastructure? Demand is so high on infrastructure service levels reduce

Total comments: 5

Opportunities

- Release land in the right places: Utilise assets; brown field sites of all sizes (2)

- Infrastructure before development and ensure infrastructure keeps pace with the needs of business (2)
- Density – ambitious, tall buildings at same time as green space. Embrace infilling (2)
- Balance areas for development with areas for food production

Total comments: 7

Transport

Challenges

- Long commutes: Cross City transport challenging / no transport around fringe of City. Assumption that traffic is inbound to City only. Needs to be affordable and efficient (8)
- Challenge of congestion / rush hour traffic (2)
- Transport allowing all users/movements of all types (e.g. ageing population) (2)
- Consider East-West rail impact on transport network demand etc
- No matter what, is it realistic to think people will be able to live near work any time soon – and are we planning accordingly?
- Traffic infrastructure doesn't match traffic 'demographics'
- How can we pull the complexity of transport into Local Plan – education example of bussing people in from other counties
- Zero emission cars or a carless society
- Electric charging point infrastructure
- How to get relatively low paid workers into the City? (transport/cost of housing)
- Local movement of freight
- Long term disruption from road improvement – key issues for businesses
- Planning assumptions about low levels of car use are unrealistic

Total comments: 22

Opportunities

- Improve transport corridors & transport hubs: Park & Rides & Buses; Park & Cycle; Rail links to Oxford & other cities and Cambridge South. Commuting is inevitable (8)
- East West rail, GCP Schemes to better transport offer
- Invest in high quality public transport (carrot) and congestion charge (stick)
- Align growth with transport opportunities
- Opportunities to use transport technology
- Enable distribution hubs

Total comments: 13

Climate Change

Challenges

- Green Spaces are important
- Sustainability of businesses & capacity to be more self-sufficient. Renewables, embedded renewals, integrated sector

Total comments: 2

Opportunities

- Best use of renewable energy to offset running costs
- Management of public open spaces for appearance/health/wellbeing

Total comments: 2

Other Spatial Issues

Challenges

- Need for aligned governance (2)
- Lack of planning capacity (officers)
- Lack of planning consistency
- Complex, opaque & lengthy planning process
- Businesses being stuck by lack of system responsiveness. Ebbs & flows of planning prevent long-term planning
- Look to joined up plans e.g. Bedfordshire

Total comments: 7

Group Task 2: What do we need to do to respond to these issues? (How radical do we need to be?)

Housing

- Use levers. We have to be firmer with developers on affordable housing and have more control over development – too much allowance on developers to choose. I.e. Affordable housing should be shared equally. We need innovative ways of delivering affordable homes e.g. build to rent, self-build etc, need a blend of options (4)

Jobs and Employment

- Businesses will come and fill the space, so do not resist development. Space availability in the past has been good e.g. science park (2)
- Better relationships with agencies e.g. HA, Rail to deliver infrastructure
- Think 2050 and Cambridge as the next big employment area

- New economic centres away from Cambridge centre – incentivise move to Cambourne etc
- Cambridge needs conference centre facilities
- Debate around emphasising new economic centres vs realising that people/businesses won't move, and dealing with that
- Need to determine what type of growth? Not all is desirable

Transport

- Busways and public transport – connectivity through centre is important with stops that make sense location wise. Needs to be practical, sustainable, effective and cheap (6)
- More secure cycling to support infrastructure. Get bikes on guided bus for multi-modal integration or get bike hire. Improve cycle lanes, routes, better movement around, separate cycles & cars for better uptake – plan space (4)
- Motorways junctions need investment
- Railway infrastructure e.g. ease of rail travel between South of City & Cam North and connections at Fulbourn, Six Mile Bottom (2)
- More focus on walking/sustainable modes to school – better routes/more schools/adjusting school start times
- Introducing a shared transport initiative
- Electric scooters – legal restrictions. However, are electric vehicles effective? (2)
- Less road closures to stop traffic
- More spaces to leave cars & use bikes

Environment including Infrastructure

- Re-use of space needed, i.e. smoother Change of Use process, re-look at planning change of use 'flexibility' (2)
- Commitment to Infrastructure up front is key
- Solar – integrated into infrastructure / new developments
- Green buildings & sustainable businesses
- Repurposing buildings & retro fitting
- Regeneration of existing assets
- Subsidies for re-use of existing site Brownfield/Better use of assets
- Shared workspaces at villages (reduced need to travel)

Climate Change

- Supply chain businesses providing cleantech
- Opportunity for renewables

Other

- Orientation to growth – positive approach
- Use behavioural insights to understand consequences of last Local Plan

Group Task 3: Reflections on previous Local Plan Process:

- This question was not asked at this workshop.

Appendix 3: Report on Local Plan Workshops (Summer / Autumn 2019) - Sample Agenda

Greater Cambridge Local Plan Workshop: Internal Officers

10am – 12.15pm, Mon 22nd July, South Cambridgeshire Hall,
Cambourne


Programme

- | | |
|---------|---|
| 10am | Tea and Coffee |
| 10:15am | Welcome and introductions.
Led by: Paul Frainer, Assistant Director Strategy and Economy, Lead Members Cllr Tumi Hawkins, South Cambridgeshire District Council, Cllr Katie Thornburrow, Cambridge City Council |
| 10:25am | Key issues for Greater Cambridge over the next 20 years <ul style="list-style-type: none">• Challenges and Opportunities• What do we need to do to respond to these issues? Led by: Paul Frainer |
| 11:25am | Reflections on previous Local Plan process
Led by: Paul Frainer |
| 11:40am | How will the Local Plan process engage with the key issues?
Led by: Caroline Hunt – Strategy and Economy Manager and Philip Bylo – Planning Policy Manager |
| 12:00pm | Conclusions and next steps
Led by: Paul Frainer and Lead Members |
| 12:15pm | Close of workshop |

Appendix 4: Report on Local Plan Workshops (Summer / Autumn 2019) - Presentation slides

Greater Cambridge Local Plan

Statutory Consultees, interest groups,
service and infrastructure providers
Workshop
Tuesday 16th July 2019



1

Welcome




2


Agenda

Time	Topic
9:00am	Welcome and Introduction
9:30am	Key Issues for Greater Cambridge over the next 20 years <ul style="list-style-type: none"> Challenges and Opportunities What do we need to do to respond to these issues?
10:00am	Reflections on previous Local Plan processes
10:30am	How will the Local Plan process engage with the key issues?
11:00am	Conclusions and next steps
11:30am	Close of workshops



3

Key issues for Greater Cambridge over the next 20 years



4

The future of our place




5

Plan-led

"The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings".

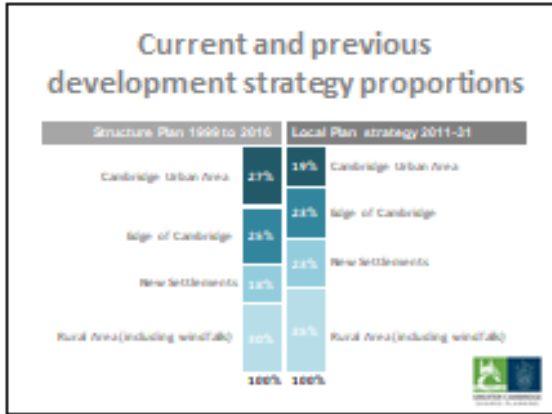
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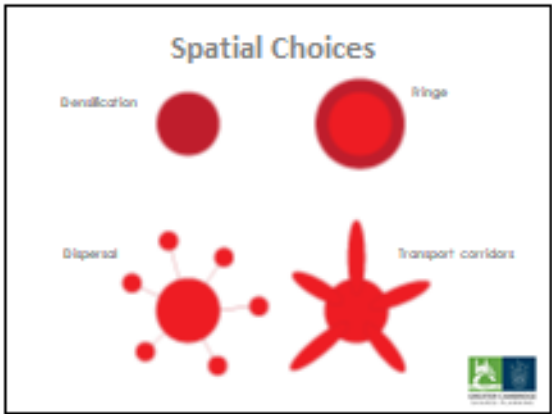
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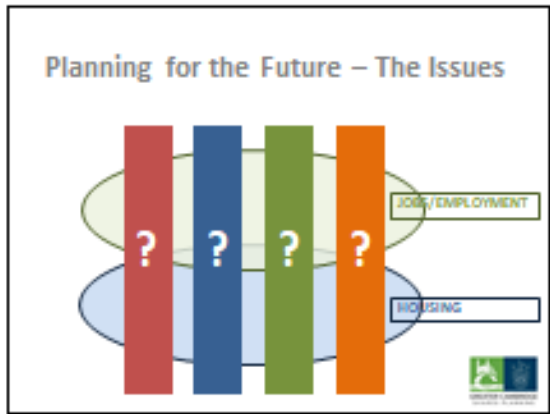
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10




11

Key issues: challenges and opportunities

Plenary:
 Write on post-its a few words that describe key issues for Greater Cambridge over the next 20 years. Stick up your challenges and opportunities on the relevant flip chart.
20 mins
 Summary and discussion of key points arising
10 mins


12

What do we need to do to respond to these issues?
 (How radical do we need to be?)
Group exercise:
 In groups, discuss potential solutions to the challenges and opportunities identified (to be captured on flip charts).
20 mins
 Plenary: each group to feedback on key issues arising
10 mins



13


Reflections on the Local Plan process



14


Reflections on previous LP process

Group exercise:
 Within the groups to which you've been allocated, discuss key issues under broad categories of content/process; good/bad (to be captured on flip charts).
10 mins
 Plenary: each group to feedback on key issues arising
5 mins



15

How will the Local Plan process engage with the key issues?



16

Greater Cambridge Local Plan

Joint Local Plan

Possible plan period	Address key challenges	Need for a new development strategy
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2040...

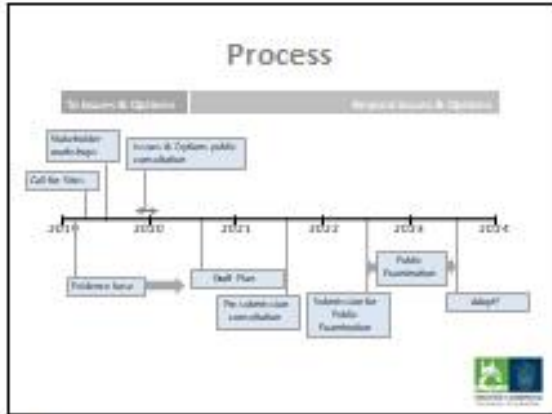


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Engagement




18



19



20

Appendix 5: Report on Local Plan Workshops (Summer / Autumn 2019) - Feedback summary

At the end of each workshop, attendees were invited to anonymously fill in a feedback form. A summary of the feedback comments is given below.

Question 1: Rate how useful you found today's workshop (0 = not useful at all; 5 = very useful)

Number of people who scored the workshop 1: 0
Number of people who scored the workshop 2: 2
Number of people who scored the workshop 3: 18
Number of people who scored the workshop 4: 43
Number of people who scored the workshop 5: 45

Question 2: What was the most useful part of the workshop?

Attendees cited the following:

- Being engaged early in the Local Plan process and having their views listened to and recorded;
- An opportunity to learn more about the Local Plan process and timeline and actively participate in early engagement with each other, Planning Officers and Members;
- The space to have an open forum with a wide range of people and discuss key challenges and opportunities the Local Plan could address;
- Putting forward what is important and hearing a diverse range of ideas and views from both people in their interest group and different sectors;
- Having an early input into the Issues and Options process and feeling genuinely involved in influencing the outcome.

Question 3: What aspects of the workshop were less useful?

The feedback forms indicated the following:

- The workshop table discussions and the facilitator feedback were too short: This limited the ability to fully discuss some topics and it felt rushed;
- Some of the attendees would have appreciated a brief outline of what a Local Plan was; what it could achieve and how it would be implemented. Some of the content assumed people understood the planning process;

- Some felt that the workshop was too high level and could have benefitted from a tighter focus on specific matters affecting Greater Cambridge;
- Some comments proposed that having the group task questions beforehand would have enabled people to be more prepared with their answer.

Question 4: What issues would you like to explore further next?

Attendees stated that they would like to explore:

Engagement:

- Holding regular workshops and being actively involved in the whole Local Plan process;
- Having more detailed and longer workshops that focus on specific themes;
- Advice on how to engage with local communities / businesses / developers / Agents / Parish Councils / Residents Associations etc. and understand how their views will be considered

Other specific issues attendees would like to discuss further include:

- The Local Plan process; How the spatial strategy is going to be developed;
- Specific workshops on homes; jobs; zero-carbon target by 2050; Biodiversity and green infrastructure; design; infrastructure (including how transport impacts on the area; Wellbeing and Equality and implementation.
- The Call for Sites process and how sites are selected;
- Expectations of stakeholders and how to balance these;
- Hear more about the council's priorities and how the joint Local Plan will co-create policies;
- Evidence base: What evidence base is needed, why it is needed and how it will influence the Local Plan
- How review mechanisms are chosen and implemented.

Appendix 6: Other Local Plan Related Events

Keeping Cambridge Special: The new local plan for Cambridge and South Cambs: come and make early input

28 September 2019:

9:00am – 13:00pm

Centre for Mathematical Sciences, Cambridge CB3 0WA

Attendance – Please note that due to data protection rules, attendees' names cannot be included in this list. Therefore, only those with organisations stated are given below. This list was provided to Greater Cambridge Shared Planning by Cambridge Past Present and Future.

Chair of Harston Parish Council
HRARA
Sohnius & Perry Limited x2 delegates
Fowlmere Parish Council
Foxton Parish Council
Stapleford Parish Council x4 delegates
Linton Parish Council
Cambridge Past Present and Future (CPPF) x8 delegates
Smarter Cambridge Transport
Cam Rollers
Cambridge City Councillor
The Whittlesford Society x2 delegates
Journalist
Borough Architects
Milton Road Residents' Association
North Newnham Residents' Association
Retiree from Oxford University
Natural Cambridgeshire and Cambridge Conservation Forum x2 delegates
Campaign to Protect Rural England (CPRE) Cambridge and Peterborough x4 delegates
Hardwick Parish Council
MPC x3 delegates
Montreal Square Residents' Association x4 delegates
Resident x2
MA Page Consultancy Services
Hanover and Princess Courts Residents' Association / Elected tenant rep on City
HSC
RAON
North Cambridge Community Partnership x2 delegates
Landmark International School
Studio 24 Architects

Vecta Consulting Limited
CPPF Planning Committee
Bidwells
Cottenham Parish Council
Cambridge County Council
Bango
Conservatives
Fulbourn Forum for Community Action
Cam Valley Forum
CoFarm Foundation
BCR Infinity Architects x2 delegates
AKT II
Cambridge City Councillors x2

Greater Cambridge Shared Planning attendance:

Stephen Kelly: Joint Director for Planning and Economic Development
Paul Frainer: Assistant Director for Strategy and Economy
Sharon Brown: Non-Executive Director of Planning
Philip Bylo: Planning Policy Manager

Agenda:

Keeping Cambridge Special

The new local plan for Cambridge and South Cambs: Come and make early input

Saturday 28 September 2019, 09:00 – 13:00

Centre for Mathematical Sciences, Cambridge CB3 0WA

Free event, donations appreciated

09:00 Registration and coffee

9:30 Introduction:

- Cllr Lewis Herbert (Cambridge City Council)
- Cllr Pippa Heylings (South Cambs DC)

9:40 Thought-provoking presentations:

- Spatial Implications of zero carbon – Dr Elisabete Silva (University of Cambridge)
- Implications for biodiversity – Dame Fiona Reynolds (Emmanuel College)
- What Housing will we need? – Stephen Hills (Cambridge Housing Society)

10:30 Coffee

11:00 Give us your views

- What might a zero-carbon future mean for how the city will relate to its green hinterland?
- How can the Local Plan help us to achieve the target to double the amount of species rich habitats by 2050?

- How can the Local Plan better provide for the housing needs of key workers and older people?

11.45 Report back and discussion: Cllr Pippa Heylings

12:50 Conclusions: Cllr Lewis Herbert

Workshop Notes:

Question 1: What might a zero-carbon future mean for how the city will relate to its green hinterland?

Transport

- Governance. How much influence does local planning have on transport?
- Need to provide for electrification – affordability of electric cars likely to encourage more use
- Need realistic consideration of connectivity between the City and South Cambridgeshire

Public Transport

- Make Public Transport in and within the city: attractive, affordable, reliable, easy to use, safe, quicker (12)
- Consider Metro / park and ride connections within Greater Cambridge (2)
- How do we encourage the required modal shift? - Need evidence to determine how people will benefit from improvements (2)
- How much power has the Local Plan to improve the rural and city bus network (2)
- Major national plans – CAM sustainable transport plans and East West rail will have a big impact on spatial planning

Private / Commercial vehicle use

- Carrot vs stick approach to congestion
- A car free / coach free city? Road space is taken up by cars
- Reduce need to park all day. The issue is with tourists and commuters
- Nil parking provision for new building and raised parking pricing – matched with carrot of better public transport

Cycleways

- Need to create more cycle paths, segregated from roads, bus lanes and pedestrians with better links (4)
- Need to address current safety issues with cycling; which are influenced by levels of parking available and future safety in the rise of electronic bikes (3)
- Need to encourage active travel – implement a cycling hierarchy
- Excellent cycleway opportunity is next to the guided busway network.

Responding to Climate Change

- Carbon impact of data servers – how can we mitigate? Or capture heat and reuse e.g. server heating in buildings (3)
- Need comprehensive data on ‘Cambustion’:
 - Where are the most Co2 emissions
 - Effect of cremations
 - Carbon mapping of vehicles, emissions movements
 - Food production, supply and distribution – carbon impacts on local provision (2)
- Be more ambitious than the previous plans
- Water is a big issue – we are losing water and need urgent mitigation (2)
- Fund tree planting
- Corporate Social Responsibility – could be used to fund schemes
- Reduce energy consumption – not just sharing it around. Co-location of schools, GP’s shopping etc.
- Cost of embedded carbon in redevelopment – cost of pulling down and up.
- How rapid will the withdrawal be from fossil fuel infrastructure? i.e. petrol stations
- Energy hubs creation needed

Green Spaces

- Should we make Cambridge concentric with nucleus or wedges / corridors? (3)
- Enable more market gardening, “Keep the peat” (2)
- Green areas within development, such as roof gardens (2)
- Better / improved access to existing green spaces
- Re-wilding of areas
- Re-use and re-purposing to create open spaces from brownfield, e.g. Marshalls Airport
- Mustn’t forget the green inner land and using existing spaces within the city
- LP should encourage landowners to set aside land through policy and enforce this through policy.
- Do not have balconies as substitutes for gardens. Balconies should not face the street but be over courtyards

Green Belt:

- Preserve and reinforce Green Belt for nature. Green Belt release maybe not the solution (3)
- Are we stuck with the Green Belt? Can we plan to release some / review it? (2)
- Need to decide whether development will be concentrated in the city or outside the Green Belt?
- Can we identify sites for brownfield development before we look at Green Belt?
- Planned release of the Green Belt to enable people to work where they live

Employment / Jobs

- Persuade jobs and employment to be located where they are needed (nearer homes), rather than wait for employment to 'arrive'. It is wrong to build houses to meet jobs that do not exist yet (6)
- Need policy to defend and encourage industrial strategy / employment. Inside or outside the city (3)
- Impact of farming and agriculture needs of the future. Small farming development to be less than 20ha (2)
- Need to plan for future rise of home / mobile working
- Management of growing Tourism industry important

Development and Growth

- Less or no growth, retain satellite villages. Is growth a good thing? Should we concentrate on quality over quantity? Retrofit existing stock is key. We need engineering solutions rather than more development (11)
- What level of growth are we talking about – we need the facts. The Growth Agenda is not scrutinised properly (2)
- Need to decide whether we build around “new towns” or corridors to new towns or on fringe, or create transition towns (2)
- Should we work backwards rather than start where we are and clarify what we cannot have so our vision is realistic (2)
- Need to mitigate carbon emissions from existing buildings / development as they embody carbon. Incentivise clean development villages – tax benefits? (2)
- Our infrastructure is not performing adequately. Need to make more intelligent use of land (2)
- Compact city should be kept
- Decentralisation to cut travel down and no need to come into Cambridge. For example, self-sufficiency in Northstowe
- Considering both Cambridge City and South Cambridgeshire districts together creates too large an area for planning policy to manage effectively
- Bigger vision: Cambridge City or Cambridge Region?
- Making attractive developments is important
- Need to make clear what developer responsibilities are
- Consider who is making the money out of growth. The University is making money out of it

Housing

- Affordable housing. Why is it an add-on, it is not just a percentage but is important? (3)
- Housing materials - mapping where gas boilers are? Private rental sector often has poorer environmental performance (2)
- Sustainable homes: Can local authorities enforce a higher standard of building (2)

- Why are housing targets so modest?
- Funding structure should be challenged
- Housing retrofit – large amount of housing not properly insulated. There should be no difference in Council tax to implement

Wellbeing and equality

- Access to local facilities (2)
- Making space for people – reversing the hierarchy and putting people first (2)
- Increase vibrancy of city centres

Other Spatial Issues:

- Does the current Local Plan have effective existing studies and reviews? The way we evaluate evidence may need review (2)
- There is a danger that the length of the Local Plan may not align with the economic cycle
- How can we introduce mechanisms to enforce policies to lessen the amount and cost of legal challenges?
- The deterioration of infrastructure currently is an important issue
- Danger the plan will be too city centre focussed
- Can we consider adding land swap concepts to the Local Plan?
- Colleges play a key role. Is this good or bad?
- Will need funding may not come from central government
- How far is the hinterland? Need more information of this
- Need solutions from the ground up
- How do you make land set aside add up?
- Better governance needed in the joint planning authority

Question 2: How can the Local Plan help us to achieve the target to double the amount of species rich habitats by 2050?

Green spaces:

- More urban agriculture: Issue that private gardens cannot be used to grow / garden by tenants. There is also no availability for Allotments. Gardens and small-scale community schemes are important. Need more local-level improvements (8)
- Establish nucleus and green corridors with nature reserves and a network of open spaces – to walk out from city to enjoy (6)
- Where are the new green spaces going to be – i.e. the new Wandlebury? Do we disperse or concentrate green spaces? A 'Call for Green Sites' a good idea (5)
- Towns and villages are a green oasis at present
- Need to make sure size and type of spaces are suitable for biodiversity in City and on fringes
- Need to keep environment and green infrastructure open - resist enclosing open space

- Cambridge needs to double the number of parks through new planned development
- 'Manicured' public areas – maybe needs reviewing and limiting
- Greenways, footways and cycleways need implementing to allow better movement and limit car dependency
- Green space cannot be an afterthought to growth

Planning Policy and implementation

- Define metric and ensure enforceability and accountability for biodiversity valuation. Are existing studies fit for purpose – CPIER, ARC – do they include biodiversity as fundamental concepts? What are the big things we are doing that are large and significant? Need more open studies (4)
- We need a much more detailed plan backed by clear, enforceable policy – the principle of improved species is not enough (3)
- High density policies are land sparing so more space for nature (or food growing) (3)
- Long term vision would be beneficial and not just by 2050
- Partnership with Botanic Garden and employ ecologists to give guidance? (2)
- Concern about “greenwash” – developers not effectively mitigating a new development – how do we check for superficiality? (2)
- Cambridge Ahead too powerful (2)
- Joined up thinking between City, County and South Cambridgeshire councils is required
- Importance alongside Green Infrastructure strategy of looking at joined up governance. Projects not happening because of lack of joint land ownership.
- How should we fund farming subsidies going forward?

Development

- Understanding existing natural assets – Where are the deficits? Phenology Centres to monitor climate change and challenge to get landowners / farmers on board (4)
- Need to impose obligations on developers for biodiversity and green spaces (3)
 - Land requirement for nature as part of development equation?
 - Design of new developments – nature surrounds nature as a starting point
 - CIL and S106 could help fund (2)
 - Green Streets could be developed
- Levels of growth questionable. There is no environmental capacity for this CPIER growth. How can we stop growth? (3)
- Developer contributions to deliver more habitats. Need to determine priority in what gets funding (2)
- We need to carbon offset better- especially during construction
- Cynicism – is net gain a get out clause for developers?
- Growth yes, but balance with biodiversity measures, e.g. conditions

- Where are the deficits – how can we encourage landowners to get on board?
- Local Plan should also focus on affordable use of land.

Biodiversity

- Look after what we have already and enhance further. University land, villages, can be used to establish biodiversity. Wicken Fen can offset biodiversity but not forever. Consider birdboxes (5)
- Concern that environmental mitigation schemes do not address species diversity. Need more mitigative policies with active interventions to increase biodiversity, such as linear paths (4)
- Composting and interconnected spaces are both key to rich habitats, i.e. good soil and country parks. Need to encourage right species for climate change (4)
- Measurement of biodiversity key to finding out if it is increasing or decreasing – need genuine net gain in biodiversity. 5% biodiversity gains too low, should be higher (4)
- Identify and review exemplar studies (Kingfishers Bridge; Trumpington Meadows; Darwin Green) and understand the metrics needed to implement good practice: (2)
- Making sure focus on diversity of species in new and existing sites, onsite and offsite (2)
- Idea of connectivity and wildlife corridors – hedges important for biodiversity (2)
- Where land ownership is a barrier, species rich places do not exist (2)
- Should allocate land for biodiversity – corridors and networks
- Look for strategic approach to green space and connectivity in the spatial strategy. Refresh green infrastructure plan for this.
- Planning policy should be flexible to change with ongoing needs

Green Belt

- Enrich existing spaces in the Green Belt to increase biodiversity by active interventions to increase biodiversity, and improved access
- Can Green Belt land be released?

Forests and water:

- Incentivisation needed for afforestation and community forests. Plant more trees generally. Local Plan needs expertise from Ecologists to advise them on suitable trees. Some trees planted are not suitable (4)
- Could site a new forest in Trumpington
- National Forest company as an example to implement this?
- How is afforestation paid for? – Are there commercial opportunities?
- Cambridge internationally renowned for boulder clay woods (Chalk down lands)
- Increase wetlands: restore wetlands

- Lot of discussion about water capacity and environmental capacity generally – needs to be balanced going forwards
- Water levels: difficult issue as CPIER levels of growth will put water levels at dangerous levels
- Water is fundamental (aquifer problems); 120,000 litres a year?
- Water issue is already an issue. Opportunities for nature as well as threats
- Landscape resilience: Woodland; grassland; wetlands

Health and Wellbeing

- Development in hinterland has created land with little public access around them. These sorts of spaces affect opportunities for leisure and wellbeing (3).
- Especially affects skills gap, poverty and poor housing – we need to plan for more housing and open spaces
- Strengthen importance of nature to people; Health benefits and cost savings of doing or not doing (physical and mental) (2)
- Need quiet places as well as space for activities
- Concentrate on access to nature standards or amenity space

Question 3: How can the Local Plan better provide for the housing needs of key workers and older people?

- Population: Needs to be more balanced, different options needed to create a sense of a real mixed community, not simply a keyworker / older people's island vs higher earner / student districts. For example, Cambridge Station is bought and let by overseas and often is left empty, Eddington only for academic-related people. Working classes ignored (18)
- Affordability for families including suitability and security of private and council housing available. Current "affordability" not affordable! Policy tends to be tenure blind. Can this be changed? Should the Local Plan intervene in the market and stop housing being at the mercy of developers? Tighten up affordable housing requirement: How do we make sure all developments contribute – reduce threshold or seek financial contributions? CIL, S106 and subsidies for developers may help. Marshalls site will be full of buy-to-let (18)
- Local Plan needs to be able to adapt to changing needs of residents, i.e. older people living, dementia care, children - options for downsizing, lifetime homes as a standard. Actively resist isolation / need to move elsewhere. Can we control types of housing to match needs? Introduce socially acceptable form of Air BnB to help young people rent rooms from the old; Policies could allow more conversions; allow more bungalows; stop developers from resisting (15)
- Homes must be near to jobs, transport and facilities. Build above schools and / or public services to allow keyworkers to live close to work. Eddington is a good example of key worker provision for the university. Extend to Addenbrookes? (7)

- Social support: Old-young scheme, generational mix, co-housing like Coin Street and Marmalade Lane. Active role for council to acquire property and recycle homes. However, danger of pampering older people at expense of keyworkers and families (6)
- Discourage housing for investment and areas that attract those commuting out. Can we realistically restrict a percentage for local occupancy? How do we define a 'local'? What are the limits of what the Local Plan can do? (6)
- Needs careful consideration and technology to unpick analysis and statistics of needs vs desires. How do we determine real demand? CPIER report (in particular, its concerns about levels of growth) good place to start. However, CPIER did not go under public consultation so locals do not get a say (4)
- Include a definition of what a key worker is (not just public sector staff) and why they need to be prioritised (e.g. hospital staff - they often work shifts so need to be close to their work) (4)
- Growth: Expansion of villages and densification could help but needs control. Is it sustainable? How can we make development attractive to current residents? (4)
- Local Plan has failed. Has allowed huge investment in job creation but not enough on housing. Need to separate planning from marketing. Need to compare how much social housing was actually delivered versus what was planned and how much letting is happening (4)
- Design: How will the Local Plan enable cost effective technology advances, i.e. low carbon housing? (3)
- Housing that addresses inequality, concentrate on those below £30k – can the lowest paid live in the city? (3)
- Local Plan to focus on integration, inclusion and cohesion (2)
- Local Plan targets not being upheld. Learn from its mistakes (2)
- Stop developers refusing to build by claiming viability issues (2)
- Lifelong standards in housing – delivered by a sustainable housing design guide and policy, and a presumption in favour of new forms of housing (2)
- Is there an ability for Local Authorities to borrow money / compulsory purchase to address keyworkers and older people's needs? (2)
- Enhance the assets we already have – Cambridge Quality Charter – don't throw baby out with the bathwater, but recognise its limitations (2)
- Need a long term strategy rather than short-term solutions. Policy must be crystal clear (2)
- Introduce a type of land value to help fund social homes
- Bring back council homes. It was wrong that land and money was sold off.
- Private market can help to finance social housing needs
- Options heavily constrained by government policy – what can we achieve locally?
- Mutual sector – work with them to see how they can address social housing needs
- Plea to put not just GDP as a measure of success but also wellbeing as a measure of success

Appendix 7: Local Plan Participation and Communications Strategy

Background

Previous experience of Local Plan consultations in Greater Cambridge has shown that there is a good level of responses received, but engagement is not representative. Statutory consultees, active community organisers / campaigners, major landowners and planning agents, and certain other groups do engage actively in shaping the Plan. Their voices can dominate conversation.

However, the wider community, including residents from diverse backgrounds and geographical locations, small businesses, and even internal officers within local authorities who do not work within planning or related services, have little understanding that a Local Plan is even being developed, let alone how it will shape their lives in the future and therefore why their involvement is important.

In the Greater Cambridge area, there is a clear political priority to put community engagement at the heart of the plan development process. At the same time, the new Local Plan will be tackling some major and very difficult challenges – net zero carbon, biodiversity net gain, appropriate growth and a future that is difficult to predict. These bring with them difficult choices and therefore conflicts between interest groups – and it is important that this conflict is seen to be resolved in a fair and balanced way.

Raising the bar in engagement for the Greater Cambridge Local Plan can be seen both as a civic responsibility towards the residents and businesses on whose behalf the plan is prepared, and a way of mitigating the community and stakeholder challenges that come later on, during the period of plan examination and implementation. It presents the opportunity to lead the way in delivering a genuinely inclusive process that follows best practice for engagement. However, resourcing this within the timescales available will be challenging and there will be the need to focus on a few elements delivered well.

Aims and objectives

Spreading the word

- Encouraging participation and engagement – explaining why the Local Plan is important and how it affects people's lives on the ground.
- Demystifying the process of creating a Local Plan and managing expectations of what a Plan can and can't do.
- Communicating the 'big ideas' and a positive vision of the future – contributing to creating a sense of identity and inclusion.
- Ensure there is accurate and timely information accessible to all.
- Explain why difficult decisions have been made.
- 'No surprises' – no excuse for stakeholders to be surprised by the content of the draft Local Plan when published.

Co-creating the Plan

- Thinking outside the box – gathering ideas we might not think of otherwise – from internal and external sources.
- Testing ideas – ‘kicking the tyres’ – is it fit for purpose, what kind of challenges are we likely to face in the formal consultation and inspection stages?
- Testing the detail – benefitting from wider knowledge in the community and specialist stakeholders on specific theme/policy and sites, ensuring policy detail is well drafted and effective.
- Ensuring key stakeholders buy into the policy wording and therefore support it effectively in implementation

Building the evidence base

- Providing evidence for why the draft Local Plan emerges in the form it eventually takes.
- Justifying options and the selection of options.
- Evidencing wide community and stakeholder participation – not just doing it, but being seen to be doing it.
- Providing the material for the Statement of Community Involvement.
- Feeds into Statements of Common Ground.

Measuring success

Clear indicators for the success of the engagement and communications strategy must be agreed. Success in local engagement should not be measured by the level of support expressed for the final Plan, especially as it is never possible to put forward a plan that has full consensus. There will be difficult, controversial and unpopular decisions made during the Plan process – many unavoidably, due to the national context of planning policy and the statutory status of the Plan documents - which will receive objections during the formal statutory consultation processes.

We plan to use new ways to evaluate the success of the engagement programme. Suggested key indicators include:

- Reach – the number of individuals and groups/organisations engaged – this is easier to measure for digital channels such as websites and social media.
- Diversity – how well does the diversity of those engaged match the diversity of the population in the area. It is difficult to capture a full dataset for this as it must be optional for those who participate/respond to provide personal information.
- Capacity building – how much better do those engaged, understand the LP/planning process, compared to at the start of the process. This can be measured through qualitative feedback.
- Perception of fairness – do those engaged feel that the process and the outcome represent a fair balance of the views heard, even if their own particular wishes have not been met. This can be measured through qualitative feedback.

Opportunities and challenges

A range of opportunities and challenges have been identified but will be refreshed as the process moves into different phases of the Plan. The communications and participation strategy will evolve in response.

The strategy gives a template and key messages, but it must also be flexible so new opportunities and challenges can be responded to in an agile manner. Although it is good to try and respond to new opportunities, all work must be resourced and time prioritised into what will help achieve the overall objectives.

The opportunities and challenges analysis should be linked to a risk analysis for the Plan. Engagement and communications are tools for mitigating some of the risks to the Local Plan process, and ensuring the whole project is delivered successfully and in line with the desired timetable.

Opportunities

- Range of platforms and tools now available – particularly in the digital domain – enable the Council to speak directly to residents/stakeholders and target specific interest groups or demographics.
- High levels of public interest in some key themes for the Emerging Local Plan – particularly climate change, transport, and housing.
- A high proportion of the local community is well-educated and articulate – able to make constructive suggestions and engage effectively.
- Pooling resources from the two Councils could enable a greater diversity of engagement methods.

Challenges

- Most community members don't know what the Local Plan is
- Large, diverse and articulate population in the Local Plan area – high demand for involvement of all residents, to be balanced with resources available.
- High proportion of local community is well-educated and articulate and these views can dominate more disadvantaged and less privileged groups, yet the latter are highly impacted by Local Plan decisions.
- Plan development process is highly complex and technical, and constrained by national policy, so the strategy needs to manage community expectations of the level to which citizen involvement can actually shape the Plan contents.
- Increasing number of platforms and resources (particularly online) can lead to dilution and confusion with many parallel conversations occurring in public platforms.
- Increasing amount of online engagement is a resource drain and can develop an endless feedback loop, preventing decisions being made or issues 'resolved'.
- Decreasing attention spans mean that the highly complex Plan issues need to be simplified for public consumption.
- Audiences need visual communication but Local Plans are traditionally text heavy.
- Consultation fatigue – it is likely that some stakeholders and audiences will feel overwhelmed by the consultation process especially given other

consultations on documents such as the NECAAP which are happening in a similar timeframe.

Audiences

The list below is not exhaustive and is intended as a prompt only. Each audience group will also contain members with protected characteristics (age, gender, disability, marriage/civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation) and this will be considered from the outset in any engagement and communications planning.

Residents:

- Rural
- City
- Suburban
- Gypsy, Romany and Traveller communities
- New residents in new communities
- Existing/established
- Young people
- Children
- Students

Business:

- Large
- SME
- Micro
- University
- Tech
- Developers and construction
- Agriculture
- Charity and third sector
- Manufacturing
- Logistics
- Service sector
- Leisure
- Employees not just management

Stakeholder groups:

- Residents associations
- Parish councils
- Special interest groups e.g. nature/ecology, sport, support groups, campaign groups
- Statutory consultees
- Other local gov bodies i.e. Cambridgeshire County Council, Greater Cambridge Partnership, Combined Authority, neighbouring districts

Internal stakeholders:

- Cabinet/Executive Councillors at both Councils
- Administration groups
- All members
- Senior leadership teams
- Planning service
- Officers across departments
- Contractors/consultants

Outline strategy

The section below sets out the strategy through to the preferred options consultation phase. Messaging is in the following section.

An itemised action plan will sit alongside this plan to ensure key activities are completed.

Inception period (September to mid Nov 2019: 2.5 months)

While this is a period of development of content for the Issues and Options (I&O) consultation, it is also a period of scoping and setup for the comms and engagement strategy. Beyond the workshops already held, it is not a 'consultation' or active engagement stage with external stakeholders/communities as the focus is on creating the right material for the I&O consultation period itself. Instead, the focus will be on:

- Setting up all the 'back end' to the comms and engagement strategy
- Ensuring appropriate resource and structures are in place
- Internal stakeholder buy-in to the process – members and officers
- Raising awareness in the wider community of the Local Plan, the key themes and the need to get involved.
- Ensuring the I&O material presented is graphically accessible and engaging
- Refining the action plan to articulate the who (we are consulting)? and how (we are accessing them)?

Issues and Options consultation (reg 18 part 1) (Jan – Feb: 6 weeks)

This stage aims to spark the interest in communities and the 'public conversation' as well as setting out the challenges and managing expectations for the next stages. This stage will set out big picture questions.

The focus will be on:

- Reaching widely and hearing ideas from all quarters, specifically the hard to reach groups

- Ensuring that format and content of the material presented is highly accessible and visual
- Capturing feedback in ways that create compelling and interesting content – allowing people to hear each other’s voices where possible
- More ‘questions’ than ‘answers’ to avoid perception that the plan has already been drafted – needs to be genuinely open ended
- But we also need to explain the existing ‘fixes’ – both national policy and also major sites within the Local Plan area that will be built out into new Local Plan period.

Draft Local Plan development (Jan to Sept 2020)

This stage needs to assess and develop a large amount of material – outcomes from the I&O stage, evidence base, internal stakeholder input – into a workable draft plan.

The draft Plan will need to reflect the Issues and Options feedback, and the intention is to co-create it through working in more detail with stakeholders and community members using methods that are helpful to shape draft policies and spatial options for wider public consultation. During this stage, the structure and format for the draft Plan also needs to be designed. Activity in this stage is likely to include:

- Sharing outcomes from the I&O ‘call for ideas’/consultation
- Developing a public facing, digital first format for the Local Plan
- Elected member workshops– sharing the evidence base, developing strategic shared language and clear vision/strategy
- Theme and area specific workshops bringing internal and external stakeholders together to develop draft policy approaches
- ‘Testing’ – potentially using focus groups to test the public response to the emerging strategy and how it is presented, dependent on timing and resources.

Draft Local Plan preferred options consultation stage (reg 18 part 2) (Oct-Dec 2020 – 3 months)

This stage tests the initial draft strategies and policies in the Plan, with the wider community. As at the Issues & Options stage, the emphasis will be on a lively and honest public debate and ensuring that hard-to-reach groups participate and feed back fully. Activities will focus on:

- Communicating the vision – securing its credentials as well evidenced, future-facing and high quality/innovative
- Ensuring communities and stakeholders know the Plan is published and understand what the ‘big picture’ vision is as well as how it may affect their daily lives
- Taking soundings about the areas of challenge later in the process through engaging critical and challenging stakeholders
- Clear explanation of the rationale behind the decisions made - and clear process for making those decisions.

Further stages

Further stages will have key aims and objectives refined as the process unfolds. It is important to evaluate lessons learnt at each stage and refine or restructure the communications and participation plan in response. New issues or key messages may emerge as the wider strategic context evolves and the evidence base is developed.

Tools and assets

This section outlines the specific tools used for the Local Plan communications and participation strategy. The focus throughout is on reaching the hard-to-reach and those audiences who traditionally do not participate in public consultations around planning.

The tools are split into static information giving tools and active participatory methods. For information giving we are adopting a digital first strategy to ensure that the Local Plan information is accessible, engaging and readily available online, for everyone. The UK has a smartphone saturation of 82% of the entire population (including babies and children) and the internet is the primary means that most of the community access information on all public services. It is critical that the consultation material is designed to work digitally first, and only secondarily as a print document.

Visual communication

The primary method by which we understand content is visual. A set of specifically designed visual materials will be part of the package for the Local Plan and this will begin with the Issues and Options consultation. These will help communicate ideas and test them to inform the Plan development.

Video and photographic documentation

Research shows an average 1,200% increase in engagement on social media platforms when interesting video content is shared against static images. As the Plan develops opportunities will be factored into action plans in each phase. Video is not effective as a way to record long meetings as the longest people will consume a video for is around 3 minutes. Shorter videos to highlight certain areas in engaging and interesting ways are far more effective. These will be used as a mechanism to drive people to formal consultations and to events.

Copywriting for print, web and social media

The Local Plan will be digital first to ensure mobile and web platforms are catered for ahead of a traditional paper document which is hard to use online. This also helps support accessibility to ensure users who use screen readers and alike are able to fully engage. All content needs to have a consistent tone and voice in all written communications and make sure messages are delivered.

Website and database

After fully considering a number of options for the Local Plan online presence, the existing shared planning website has been chosen. This will ensure there is joint ownership between the two partner Councils and avoids any impression that one is leading. The existing Council websites will link to this information. The website will have a mobile friendly format as this is the principle method that users now access online content.

A two-tier comment/feedback system will gather simple, short comments through the websites directly, and longer, more formal representations through the existing consultations system (JDi). This will ensure formal comments are made in a way that they can be logged and registered for inspectors, but quicker feedback can also be gathered to test and shape the plans.

Roadshow / pop-ups

Traditional consultation exhibitions expect audiences to specifically attend and make time in their busy lives to do so. A roadshow/pop-up format takes the exhibition to where people already gather as part of their daily lives. We plan to use this format to take a simple and engaging stand to venues such as train stations, hospitals, schools, community events, sporting venues, markets and shopping centres, in order to reach as widely as possible and be visibly active in the community. We will work with elected members and community leaders to ensure we reach a diverse range of locations and venues, and the stand will be staffed by team members and a range of materials to gather feedback and views on the spot.

Traditional media

We will be working with mainstream media across platforms to spread the word, including the in-house magazines of both Councils which are distributed to all households. These will feature in-depth and specially written content on the Local Plan process at key moments. We will brief local and, where relevant, national media in order to gain good coverage across publications and channels. This is key to spreading the word and can also allow key themes and issues to be covered in greater depth, increasing audiences' understanding of these complex areas.

Key messages

Agreed key messages (see below) will allow the two Councils to ensure the Local Plan is fully joined up and helps to increase engagement. The messaging will need to be reviewed as each phase of work is completed, especially as draft policy is developed. Although the Local Plan touches the lives of everyone in the Greater Cambridge area, most people are not aware of it and how to get involved. The messaging must continue to make sure this is explained in a simple way so that it is as inclusive as possible.

Message one

- The Local Plan is the most important document most people have never heard of. It touches everyone's lives as it sets out how Cambridge and South Cambridgeshire will change over the coming decades, including where homes will be built, new jobs located, what education facilities we need and how people can get around.

Supporting information: The current Local Plans for Cambridge and South Cambridgeshire set out the plans up until 2031, the new plan will work out what we do next up until 2040.

Message two

- We are right at the start of a 4-year process working with communities to make important decisions for the Local Plan. Once we complete that process, which will include an independent examination, the Plan sets a clear set of policies that development is assessed against.

Supporting information: Whether you are looking to put an extension on the side of your home or business, right the way through to developing a new town such as Northstowe, the Local Plan sets out the local policies you will be judged against.

Message three

- Both Councils declared a climate emergency and want to put the environment at the centre of the new Local Plan. This will make sure we protect what makes the area special and puts policies in place to improve the environment wherever possible in line with our zero carbon ambitions.

Supporting information: Improving environmental standards are wider ranging. This could be things such as higher environmental standards on new homes or lower water consumption so we go further than the targets set nationally.

Message four

- This is one of the fastest growing areas in the country and we must make sure we have a focussed plan to ensure we share the prosperity, tackle poverty and deliver the right type of jobs and homes for future generations growing up here.

Supporting information: The two Plans for Cambridge and South Cambridgeshire would see 33,500 new homes built by 2031, this plan asks what's next. But it is not all about high tech jobs that some people feel are out of reach for them. We need the right balance of jobs in the same way as we need more affordable housing.

Message five

- We know we will not be able to put forward a perfect plan for everyone that has complete consensus, but we want to test it with you as it is developed so we know how we can make it better.

Supporting information: Even before the plan has even got to the first round of consultation, we have already run a series of workshops with parish councils, residents' associations, businesses and a number of groups to take on board their thoughts. This shaped our initial draft Issues and Options consultation document.

Message six

- A huge amount of data and evidence is a big part of the Local Plan. We're already gathering this information to make sure we know what is needed to meet the needs of the area. This includes the number of homes we need to deliver, need for jobs and the land that might be available for development. But we do not know any of the answers yet. That's what this process is all about.

Supporting information: Saying no to growth is simply not viable. Future generations need someone to live and national legislation means we must meet those needs through the Plan.

Message seven

- Starting a new Local Plan does not mean we are ripping up the current ones. This is about what comes next.

Supporting information: The current Local Plans will see 33,500 new homes built in locations such as the edge of Cambridge and in a new town north of Waterbeach by 2031.

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Greater Cambridge Local Plan

About The big themes Towards a spatial plan Getting Involved Search

The big themes

- People
 - Climate change
 - Biodiversity and green spaces
 - Wellbeing and inequality
 - Heritage and design
 - Jobs**
 - Homes
 - Infrastructure

↓ 2.9%
UNEMPLOYMENT IN CAMBRIDGESHIRE
(UK NATIONAL AVERAGE IS 4.1%)

19%
EMPLOYED IN GLOBAL HI-TECH ECONOMY

£835m
BROUGHT INTO ECONOMY FROM CAMBRIDGE TOURISM

+ 8,000,000 PEOPLE VISITED THE AREA IN 2017

+ 30% OF WHOM VISITED LOCAL FRIENDS AND FAMILY

+ TOURISM ACCOUNTS FOR 22% EMPLOYMENT

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How important to you is growing our economy, as a priority for the Local Plan?

- Top priority
- High priority
- Medium priority
- Low priority
- Not a priority

Drop down comment box etc as per existing SCDC website + link to JDi

Greater Cambridge Local Plan

Search

The Big Issues / Jobs

Jobs

↓ 2.9%
UNEMPLOYMENT IN CAMBRIDGESHIRE
(UK NATIONAL AVERAGE IS 4.1%)

19%
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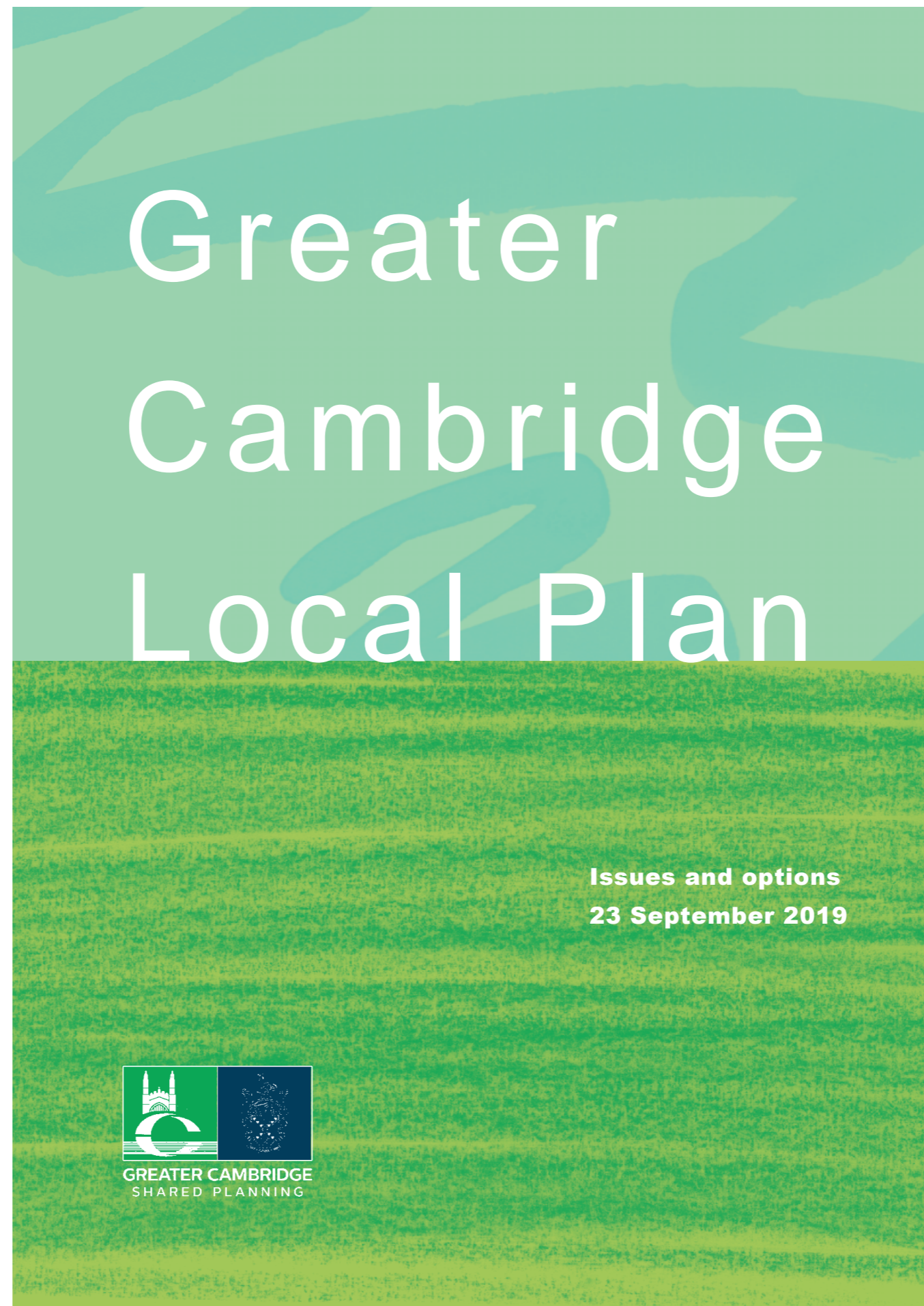
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How important to you is growing our economy, as a priority for the Local Plan?

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- High priority
- Medium priority
- Low priority
- Not a priority

Drop down comment box etc as per existing SCDC website + link to JDi

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Foreword

This consultation is the first step towards creating a new joint Local Plan for Cambridge and South Cambridgeshire – the Greater Cambridge Local Plan.

This new Local Plan will shape the way we live, work and play in Greater Cambridge over the next 20 years and beyond. As well as the ongoing need to provide for economic growth and jobs, and the homes needed to support them, it comes at a time when we face great challenges in how we respond to climate change. It gives us the opportunity to take a significant step towards becoming a net zero carbon society, and towards our target of doubling biodiversity.

We want you, our communities, to be central to creating our new Local Plan. This consultation sets out the issues we need to consider and some of the big questions we need to answer, and seeks your views to help us solve them. We hope you will all get involved in shaping this important emerging plan for Greater Cambridge.



Cllr Tumi Hawkins
Lead Cabinet Member
for Planning
*South Cambridgeshire
District Council*



Cllr Katie Thornburrow
Executive Councillor,
Planning and
Open Spaces
Cambridge City Council

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Glossary

Biodiversity net gain

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Business churn

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Carbon footprinting

This is an exercise that establishes the total amount of greenhouse gas emissions released into the atmosphere produced directly or indirectly by human activities. It can be calculated to measure the emissions emitted by products, services, individuals, companies or nations. The standard unit of measurement for carbon footprints is carbon dioxide equivalents (CO2e).

Climate change adaptation

Initiatives and measures to reduce the vulnerability of natural and human systems to actual or predicted climate change effects. This can include measures to reduce the risk of flooding and designing buildings so that they are easier to keep cool in a warmer climate without the need to resort to air conditioning.

Climate change mitigation

Measures to reduce the emissions of greenhouse gases, for example reducing building related emissions through improving levels of insulation, energy efficiency and using renewable energy technologies.

Green Infrastructure

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Grow on

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Natural Capital

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Nature Recovery Network

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Net zero carbon

Net zero carbon means the complete decarbonisation of the economy: emissions cannot exceed zero. In practice, a net zero carbon target means that in addition to phasing out fossil fuels and the role of renewable energy and energy reduction measures, there is also a role for balancing a certain measured amount of carbon released with an amount of carbon offsets, through, for example, tree planting or carbon capture and storage.

Oxford-Cambridge Arc

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Productivity

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Start-up

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Sustainable development

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1

About the plan

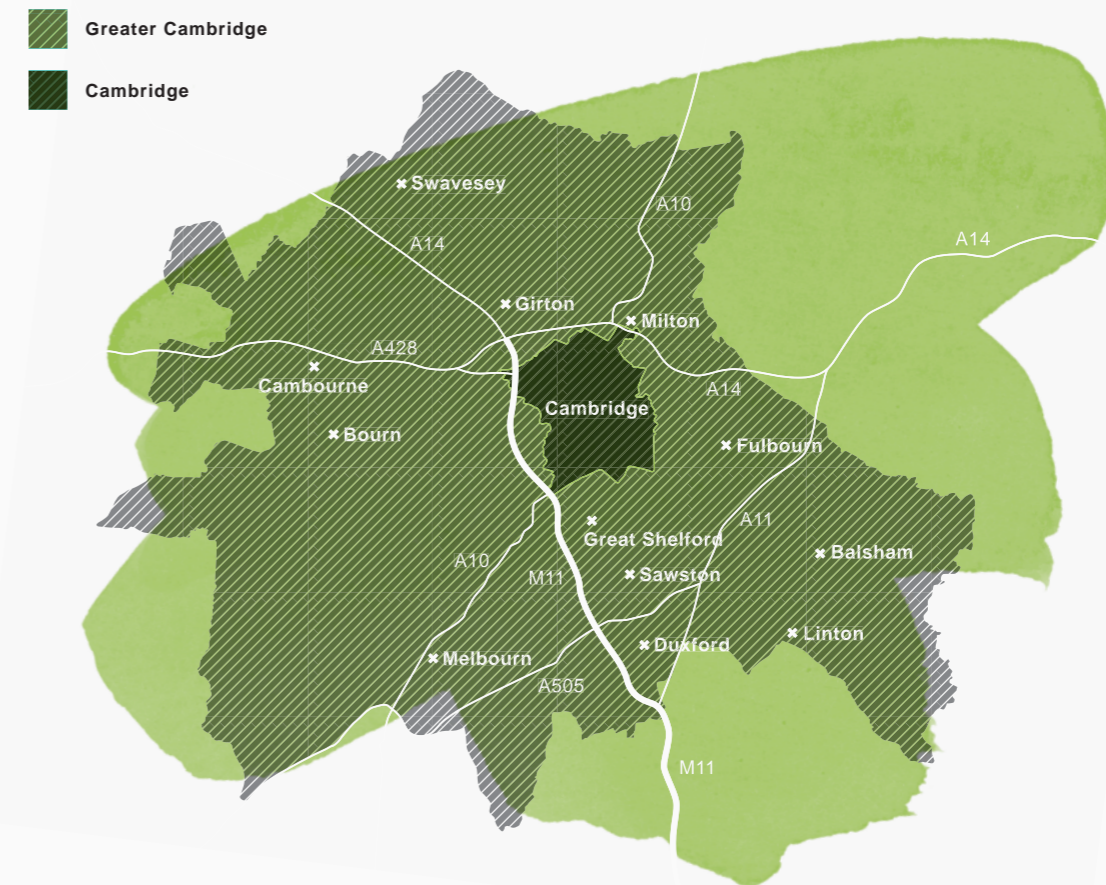
1.1 What is the Greater Cambridge Local Plan?

For the first time, Cambridge City Council and South Cambridgeshire District Council are working together to create a joint Local Plan for the two areas – which we are referring to as Greater Cambridge. This will ensure that there is a consistent approach to planning, and the same planning policies, across both areas.

A Local Plan is a legal document that the Councils are required to have, which sets out the future land use and planning policies for the area over a set time frame. It identifies the need for new homes and jobs, and the services and infrastructure to support them, and guides where this growth should happen. It follows a process set out in national legislation and guidance and is independently tested at a public examination. The planning policies in the Local Plan are used to make decisions on planning applications in the area, alongside national planning policy and other supplementary guidance.

Figure 1
Map of Greater Cambridge

(continued on next page)



1.1 What is the Greater Cambridge Local Plan? (cont'd)

The material presented here is the first stage towards preparing the new Local Plan, but is not the actual plan. It is intended to begin the conversation about the kind of place we want Greater Cambridge to be in the future, exploring the big themes and spatial choices we have to make. This does not include any firm proposals for land use or policy as this will be done at the next stage in 2020, when we prepare a draft Local Plan informed by the feedback we receive in this consultation.

In legal terms, this material is described as an Issues and Options paper for public consultation, in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.2 Why do we need a local plan?

In the past, Cambridge City Council (CCC) and South Cambridgeshire District Council (SCDC) have produced separate local plans, but with a shared development strategy. This time we intend to prepare a single plan for both of these council areas. We committed to do this when we signed up to the City Deal, which brought in up to £500m from central government towards transport and infrastructure projects in the area, which are now being managed by the Greater Cambridge Partnership.

Both Cambridge City Council and South Cambridgeshire District Council adopted their current Local Plans in 2018. Both include a commitment to an early review of those plans, in particular to update the assessment of housing needs, review the progress of planned developments including new settlements, and consider the needs of caravan dwellers and government changes to the approach to planning for Gypsies and Travellers.

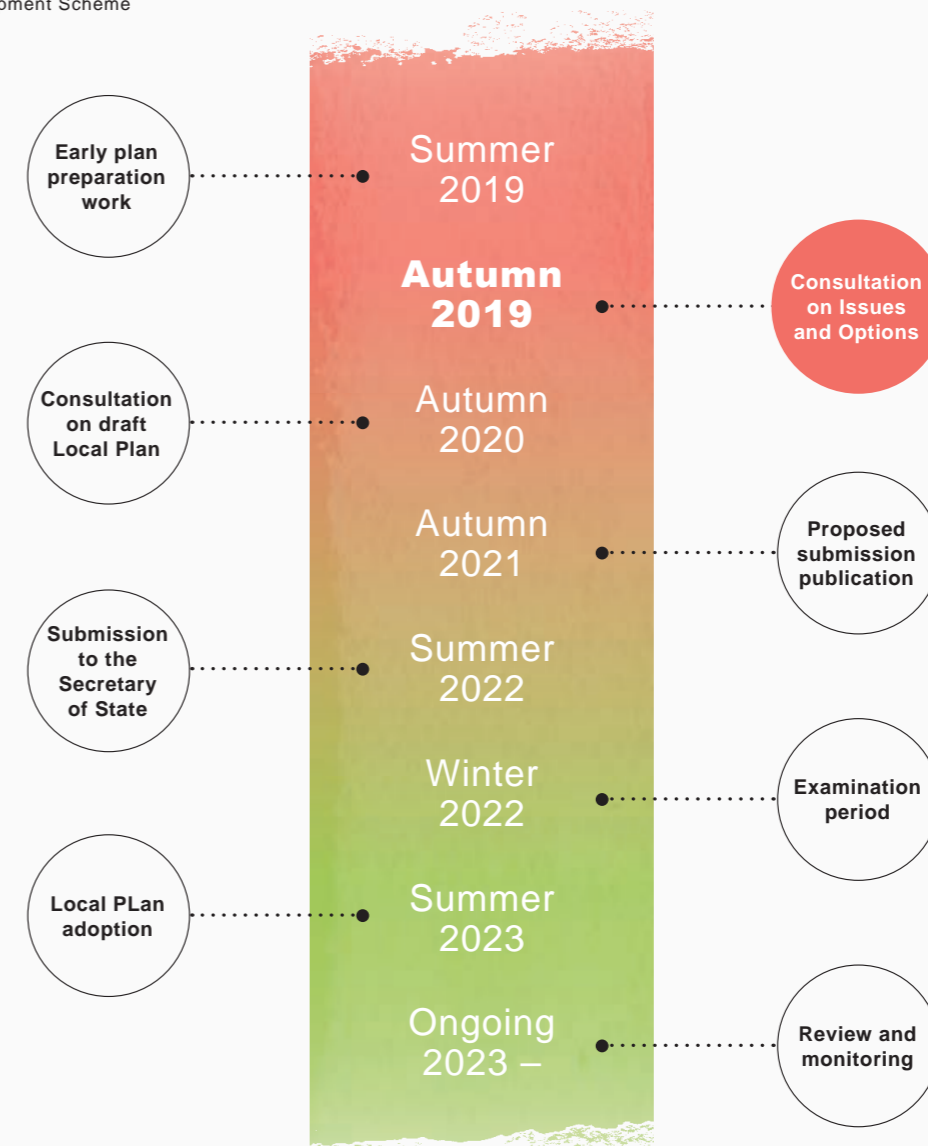
In February 2019 the Government published a revised National Planning Policy Framework (NPPF) which places new requirements on local plan making. This means that the review also needs to ensure the new Local Plan will be in conformity with this latest National Planning Policy.

On adoption the Greater Cambridge Local Plan will replace the South Cambridgeshire Local Plan 2018 and the Cambridge Local Plan 2018.

1.3 How we are developing the plan

The diagram below shows the timetable for preparing the Local Plan, which was agreed in the adopted Greater Cambridge Local Development Scheme 2018. We are at the early stage of the plan preparation, and the Local Plan will be prepared in key stages over a period of around 4 years prior to its examination expected to be in 2022/2023. At each stage we will check that the process is moving forward positively towards a new Local Plan.

Figure 2
Local Plan Timetable
in the Local
Development Scheme

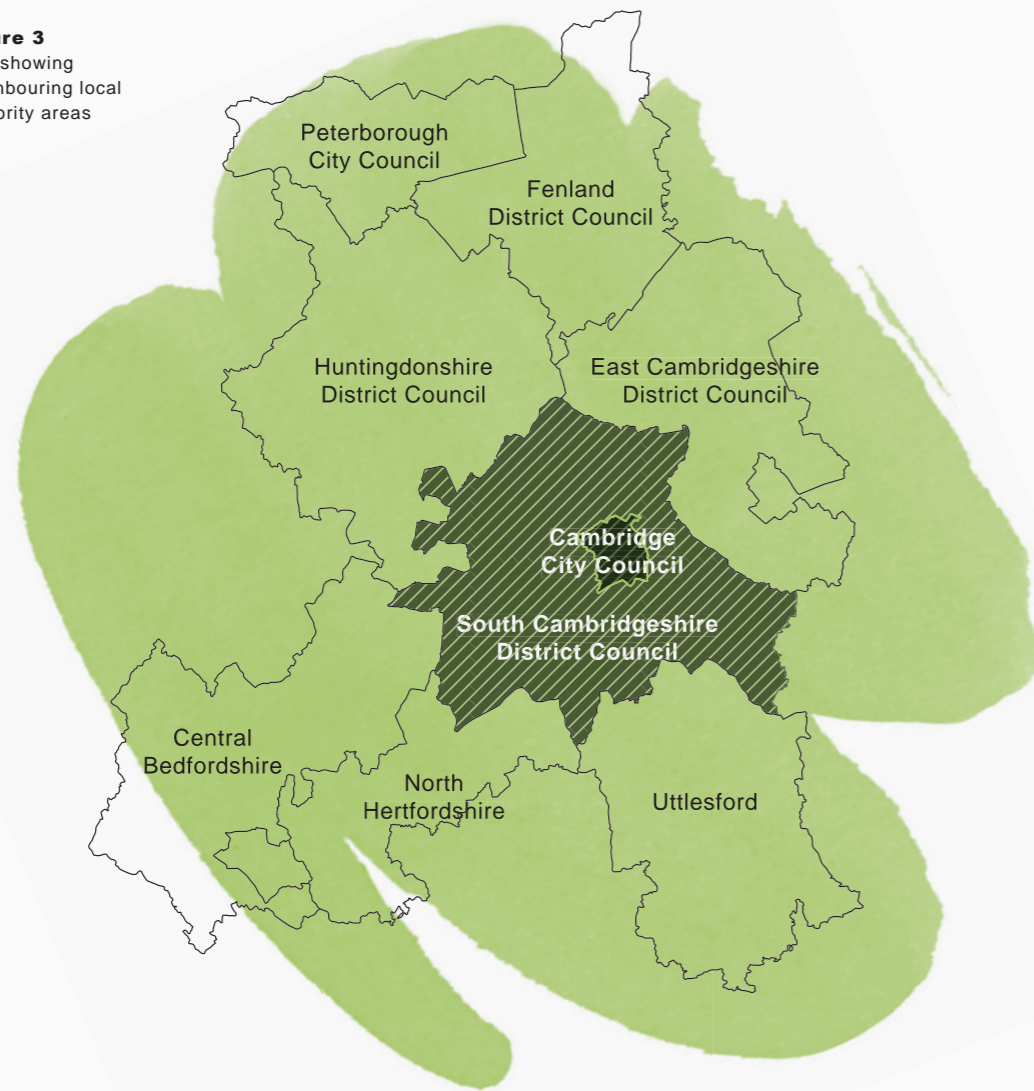


1.5.1 Working with neighbouring Councils

In the adopted Local Plans we worked with our neighbours beyond Greater Cambridge on a range of strategic cross-boundary issues, but in particular relied upon the following shared evidence bases:

- + Housing need and distribution, including Gypsy & Traveller accommodation needs
- + Habitats and green infrastructure
- + Carbon offsetting and renewable energy generation
- + Transport

Figure 3
Map showing neighbouring local authority areas



1.5.2 Economic 'corridors'

Greater Cambridge forms a key location at the heart of a number of economic corridors:

Oxford-Cambridge Arc

The Government has designated the Oxford-Cambridge Arc a key economic priority, with an ambition for up to one million high-quality new homes across the Arc by 2050, committed to completing an East-West Rail link and an Expressway, and to achieving growth in the Arc while improving the environment for future generations. A report by the National Infrastructure Commission produced a report called Partnering for Prosperity: a new deal for the Cambridge-Milton Keynes-Oxford Arc setting out actions required to continue its success.

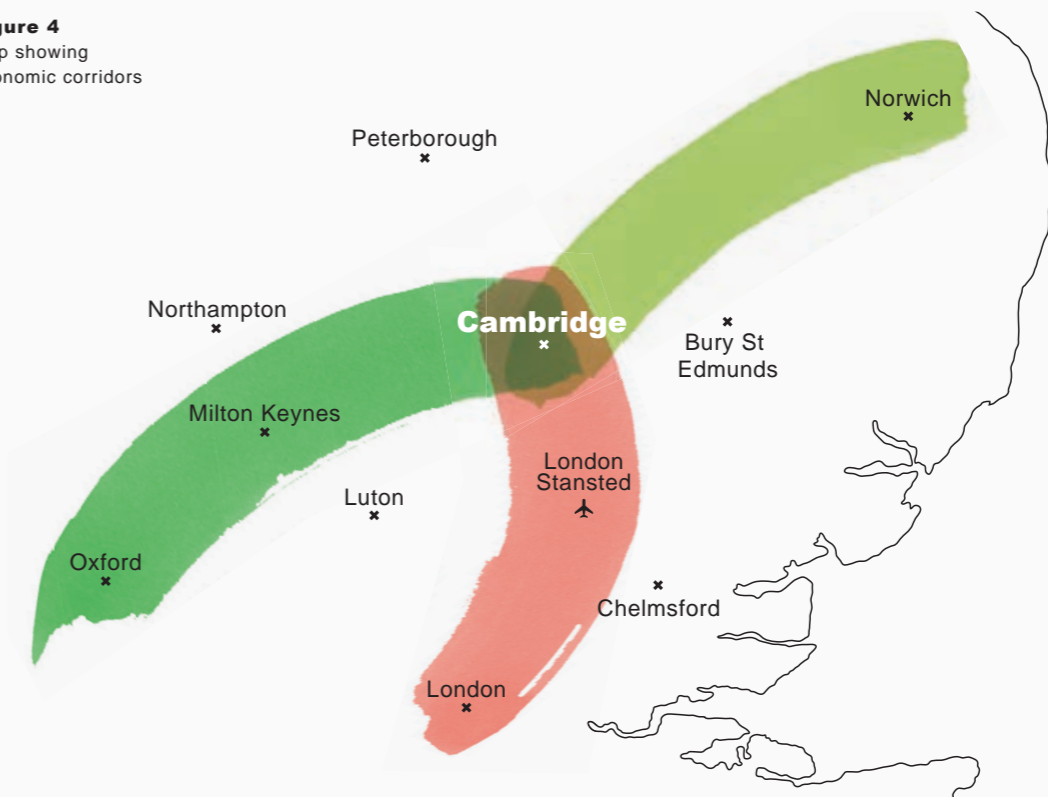
London-Stansted-Cambridge

The UK Innovation Corridor, supported by the London-Stansted-Cambridge-Consortium, recognises the significant economic linkages in this area creating a world class hub of science and innovation. They offer significant opportunities through developing closer economic connections.

Cambridge-Norwich Tech

Corridor [needs text added]Me exceperhent et et facepro officatet latur, iscimet fuga. Pita consed moluptia dolesciet aut ullatetum earupti onsent eos aut rehenis eossunt ut maiostotas corerroid qui num harum faceribusa velit ipit haris inctatur.

Figure 4
Map showing economic corridors



1.5.3 Working with the Combined Authority

The Combined Authority, founded in March 2017, is made up of representatives from the seven councils in the area (including Cambridge City Council and South Cambridgeshire District Council) and a Business Board. (see fig. 5)

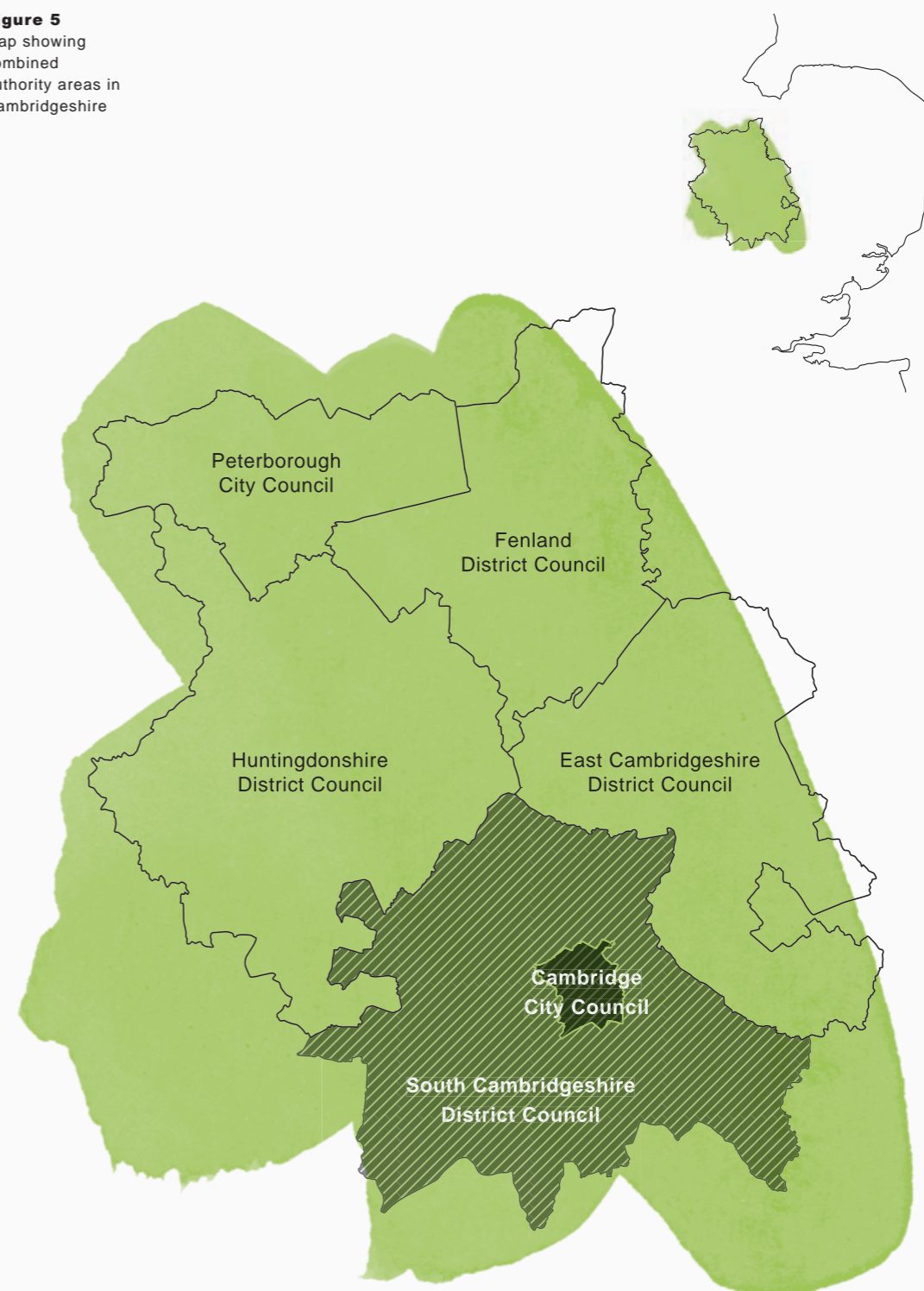
The Combined Authority is led by an elected Mayor; the Leaders of Cambridge and South Cambridgeshire councils sit on the Combined Authority Board. As the Local Transport Authority, the Combined Authority is producing the Local Transport Plan for the area. The Combined Authority also commissioned the Cambridgeshire & Peterborough Independent Economic Review (CPIER), to explore what was needed to create a coherent economic growth strategy for the whole sub-regional economy. This has informed the Local Industrial Strategy, which sets out how Cambridgeshire & Peterborough will maximise the economy's strengths and remove barriers that remain to ensure the economy is fit for tomorrow's world.

The Combined Authority has also preparing a Non Statutory Spatial Framework for Cambridgeshire and Peterborough. Phase 1 of this, reflecting the growth in our existing Local Plans and how the Combined Authority will support implementation, was published in 2018. Phase 2, providing a long-term strategy towards 2050 is being prepared, and an issues document is planned to be subject to public consultation at the end of 2019, potentially overlapping with this consultation. Although the Framework is not a legally binding document, unlike the Local Plan which is legally binding, the aim is that they provide a shared vision for the area, placed in the context of the wider region.

1.3.3 What happens next

We also need to work closely with Cambridgeshire County Council on issues relating to its roles, including for example highways management, flooding and schools.

Figure 5
Map showing combined authority areas in Cambridgeshire



2

Involving the community

2.1 Involving communities in shaping the Plan

QUESTION 4.
How do you think we should involve our communities and stakeholders in developing the Plan?

See page 33 for how to respond

The new Local Plan will directly affect the lives of all our communities, and we want to make sure we have an active and honest public conversation about how it should take shape. This means involving all parts of our community - individuals, groups, businesses and stakeholders of all kinds. We are committed to genuinely listening and learning from you all, and ensuring that we explain the plan-making process clearly to you, so you understand how and why decisions are made.

We particularly want to involve groups who usually don't get heard in the planning process – young people, people from diverse backgrounds, people from less prosperous parts of the area, and those who usually find it difficult to get involved for different reasons.

Alongside making this material easily available online and in print, during this stage of the process, we are:

- + Taking a pop-up stand to places around the area – shopping centres, schools, hospitals, community centres and other places where it is easy for people to spend a few minutes finding out more and sharing their views.
- + Using social media and video to encourage young people in particular, to get involved.
- + Holding workshops with different groups in the area
- + Spreading the word via local TV, radio and newspapers
- + Working with activists and leaders from our diverse communities to encourage greater participation

The plan making process involves many stages of consultation as the plan is drafted and refined, and the input we gain from you will be balanced with other forms of evidence that we gather. You can read more about what is planned in our Consultation Statement, which will be updated at each stage of the Plan process. This has been drawn up in accordance with our Statement of Community Involvement 2019.

3

The big themes

3 The big themes

QUESTION 6.
Do you agree with how we have structured the key themes for the Local Plan set out in Figure 7?

QUESTION 7.
Are there other themes or issues we should be considering?

See page 33 for how to respond

Our Local Plan needs to provide a positive vision for the future of Greater Cambridge. The aim is simple: to ensure sustainable development which the needs of the present population without compromising the ability of future generations to meet their own needs.

Achieving this is complex and will require balancing a range of competing priorities and issues. The aim of this 'big conversation' with our communities is to understand what you think about these issues, and how they should be balanced. To help with this, we have grouped these questions into some big themes which cross the social, economic and environmental dimensions of sustainability.

We would like to hear your views on whether these are the right themes for the new plan, and how you think they should be prioritised, so that we can use your feedback to help us refine the vision and specifics of the new Plan at the next stage of plan-making.

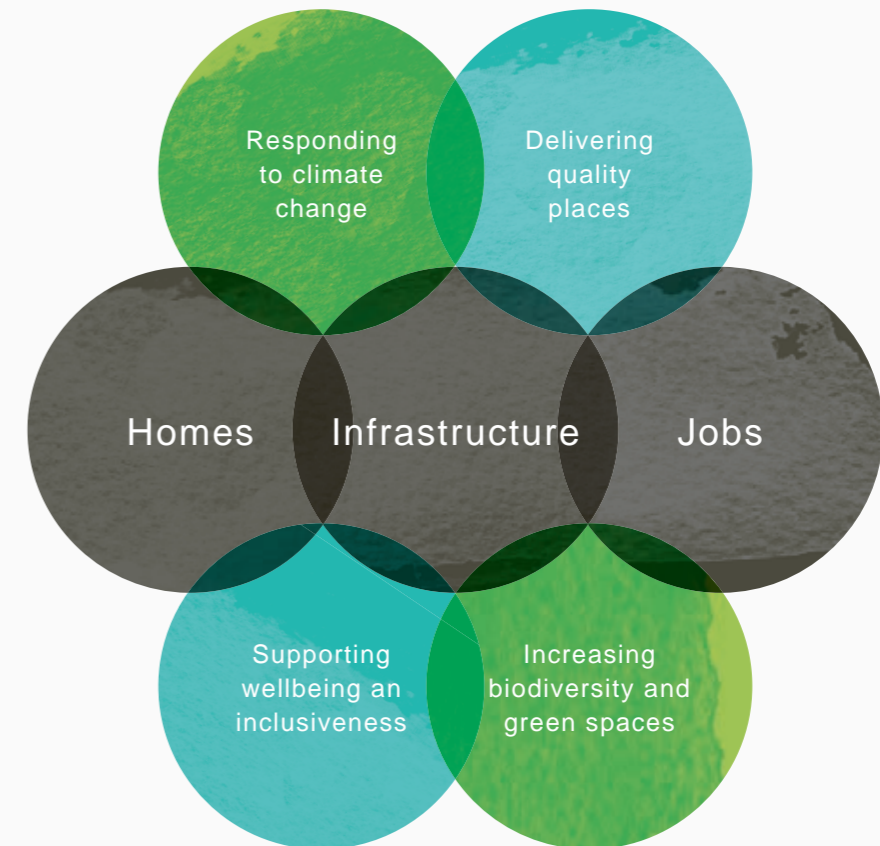


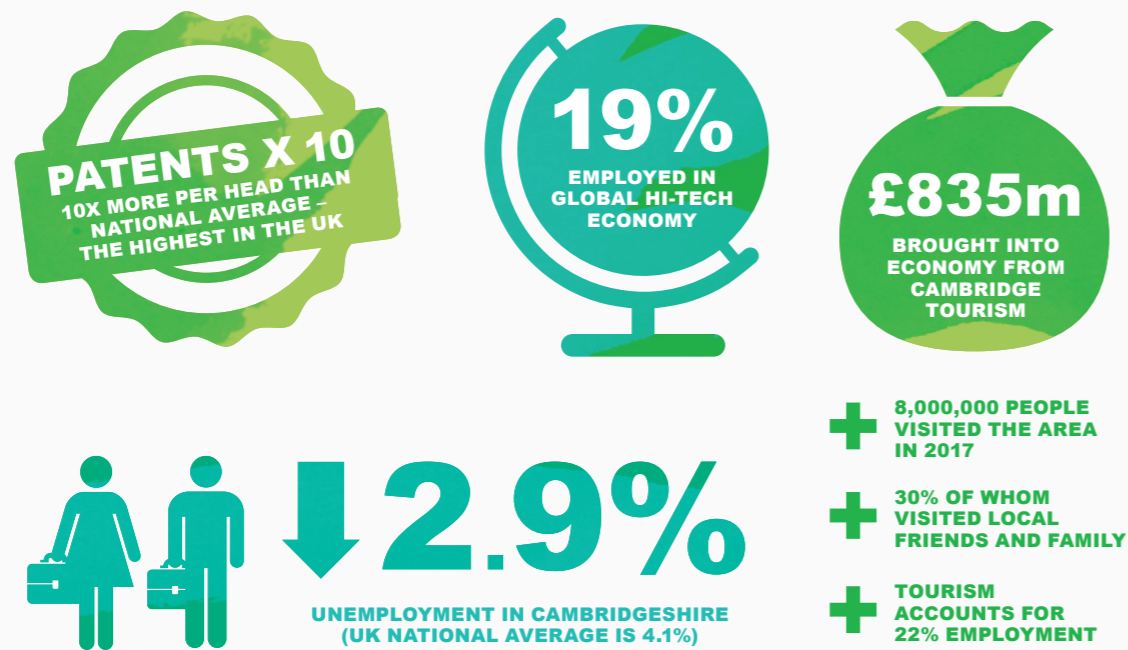
Figure 7
The proposed defining themes of the Local Plan

3.5 Jobs and the economy

The success of the Greater Cambridge economy is of national importance. Greater Cambridge has grown as a centre for high technology employment since the 1970s, and is seen as a world leader in innovation, much of it as a result of ideas coming out of Cambridge University and new companies starting up and expanding.

However, our local economy is not just about technology. Cambridge is a thriving retail, leisure and tourist destination, while industry and agriculture also play an important role and ensure a variety of jobs for local people. It is important that the city centre continues to provide a wide range of uses including shopping, leisure, entertainment, museums, university faculty buildings and colleges, offices and housing. There are also district and local centres in the city, and village centres at a range of scales, which meet more local needs, as well as providing valuable and varied employment. New town centres are also being developed at Northstowe, and soon at the new town north of Waterbeach.

The Councils have committed to a goal of doubling the total economic output of the Cambridgeshire and Peterborough area over 25 years (measured as Gross Value Added – GVA – which here is about the measure of the value of goods and services produced in the area). This target formed part of the devolution



3.5.1 What do we have to do?

National planning policy places significant weight on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Our Local Plan needs to provide a clear economic vision and strategy which positively and proactively encourages sustainable economic growth. This includes identifying sites to meet economic growth needs.

Plans should also support the continued vitality and viability of town centres.

3.5.2 What are we doing already?

The 2018 Cambridgeshire and Peterborough Independent Economic Review (CPIER) provided an important baseline of evidence about the growth in our local economy.

Building on the CPIER, the Government and the Cambridgeshire and Peterborough Combined Authority recently published the Cambridgeshire and Peterborough Local Industrial Strategy. It aims to improve the long-term capacity for growth in Greater Cambridge by supporting the foundations of productivity, increasing sustainability, broadening the base of local economic growth including in the north of Cambridgeshire, and building on the clusters and networks that have enabled Cambridge to become a global leader in innovative growth.

Cambridge City Council and South Cambridgeshire District Council are also preparing a Greater Cambridge Economic Development Action Plan to deliver the priorities set out in the Local Industrial Strategy, as well the Councils' own more local economic ambitions.

The adopted Local Plans have sought to support the continued success of the economy of the Greater Cambridge area. Through the allocation of sites and granting of planning permission there is a large supply (135 hectares) of employment land that continues to be developed. This includes developments in the centre of Cambridge around the Station, and on the edges of Cambridge at the Cambridge Biomedical Campus and West Cambridge. There is also further capacity at a range of sites outside Cambridge, including Babraham Research Campus and Granta Park. New settlements like Northstowe will also include opportunities for employment growth.

Through the North East Cambridge Area Action Plan we are exploring the potential for further development at Cambridge Science Park and the area around the new Cambridge North Station to create an Innovation District, which will include homes, jobs, services and facilities. We consulted on options for this area in early 2019 and will be consulting on a draft plan in early 2020.

3.5.3

What are the key issues?

QUESTION 20.
In providing for a range of employment space, are there particular types and locations we should be focusing on?

See page 33 for how to respond

Forecasted jobs growth

The 2018 Cambridgeshire and Peterborough Independent Economic Review (CPIER) identified that our recent employment growth has been faster than anticipated. It considered future scenarios regarding continuation of that growth, including those that achieve the target to double GVA over 25 years.

The next Local Plan needs to identify the number of jobs that should be planned for, so that appropriate sites can be identified, and so that they are accompanied by the homes and infrastructure to support them. . This will be informed by the new research that we are commissioning at the moment, but it is expected that the level of forecast economic growth will be greater than the level that would be supported by the Government's standard method of calculating new homes. For more detail on what this may mean for housing growth, see the Homes Theme.

Space for businesses to grow

The Local Plan needs to ensure that there is sufficient land for business uses, in the right places and to suit different formats of business..Greater Cambridge firms come in a range of sizes, from start-ups with a few individuals to major firms with hundreds of employees, and the area needs to have the right range of premises to support this. Alongside this, more and more people are working flexibly, and do not need to travel to a specific place of work on a daily basis. We need to consider:

- + Demand for 'start-up', incubator and grow-on space as a feature of Greater Cambridge's economy is a high rate of 'business 'churn', with large numbers of firms starting up each year.
- + The increasing popularity of flexible workspace and co-working hubs, providing shared facilities.
- + How new business space can adapt to fast changing working practices which will continue to evolve over the lifetime of a new building..
- + Demand for specialist space, such as for laboratories

Protecting existing businesses and jobs

The protection of existing business space is also a concern of local residents. Industry, such as manufacturing, is an important part of the local economy but there is pressure from competing higher value land uses, particularly in Cambridge. We will need to consider:

- + How effective our current policies have been, in protecting industrial land from being redeveloped for other uses
- + How to address the gradual loss of employment land in villages
- + Which key existing sites should be specifically safeguarded.



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3.5.3

What are the key issues? (cont'd)

Creating a range of jobs

Whilst we are proud of the success of Cambridge's high technology businesses, there are parts of Greater Cambridge where people do not perceive the opportunities as being for them. This includes areas adjoining some of our most successful business parks. Supporting different kinds of business, which create a range of different jobs, is important so that everyone can benefit from economic growth. Through the preparation of the next Local Plan we will explore how we can:

- + Support a range of businesses to be successful in this area, providing a range of job types and at a range of different skills levels
- + Ensure that there is sufficient, and affordable, business space for the supply chain of other firms which support the high technology sector

Where jobs are created

A feature of the Greater Cambridge economy is the range of businesses located at South Cambridgeshire villages, in both small premises and larger business parks. These complement the businesses based in the city and city fringe areas. We will need to consider:

- + Where new business space should be sited, in relation to public transport and residential areas, given we have a highly mobile workforce who tend to move jobs much more frequently than they move house.
- + Whether we should plan for new business space, or flexible co-working space, in secondary neighbourhoods or villages, thereby reducing the need to travel, and supporting our net zero carbon aspirations.



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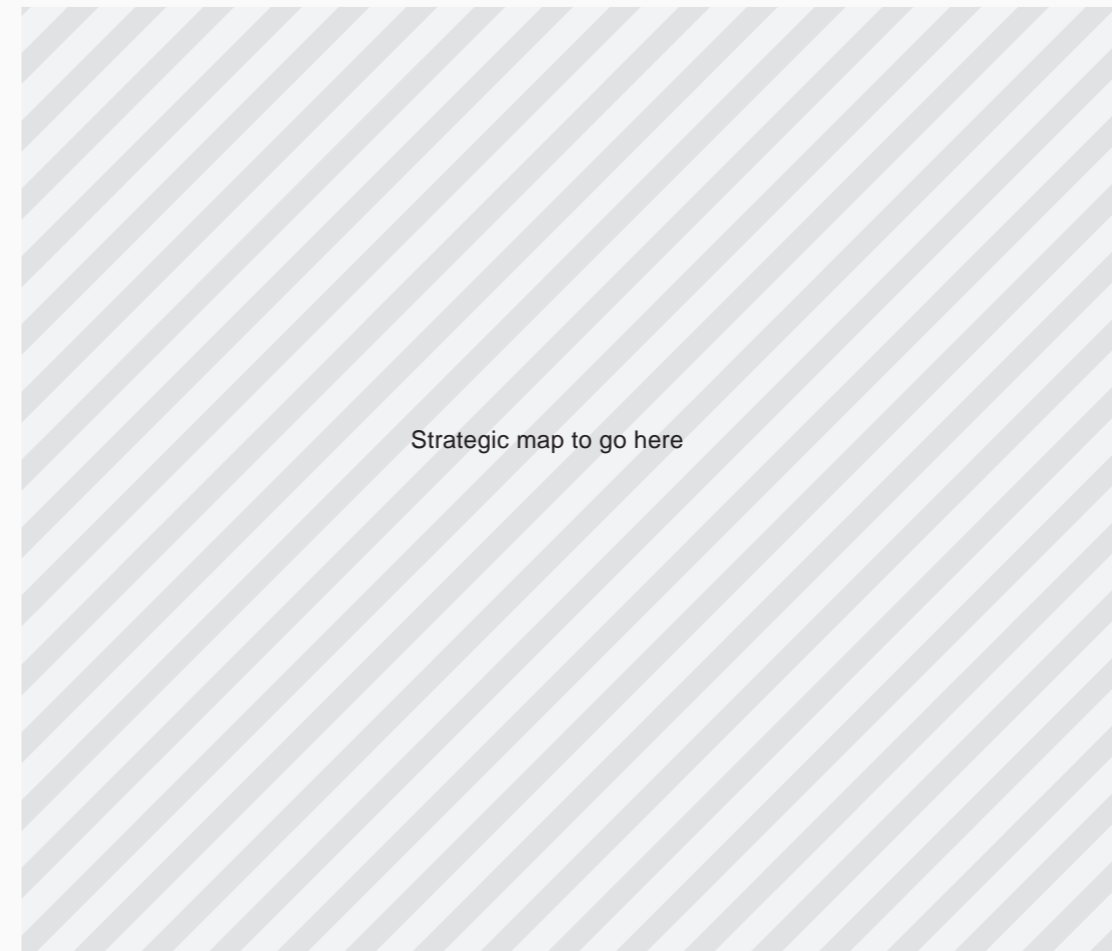


4.1 Our current spatial approach

Previous plans for the Greater Cambridge area have adopted a development sequence which prioritised development firstly within Cambridge, then on the edge of Cambridge (subject to consideration of the Green Belt), at new settlements close to Cambridge, and at better served villages.

Sites in the adopted Local Plans provide for a significant amount of the future housing and employment needs in Greater Cambridge, both during the current plan period of 2031, but also beyond, as new settlements in particular will continue to be built out over a much longer period. In planning for future growth, we will be adding to the current development strategy.

Figure 17
Existing planned growth in the adopted Local Plans



4.2.3 Edge of Cambridge

This approach would create new homes and jobs on the edge of the City, or smaller extensions to existing neighbourhoods located on the edge of Cambridge.

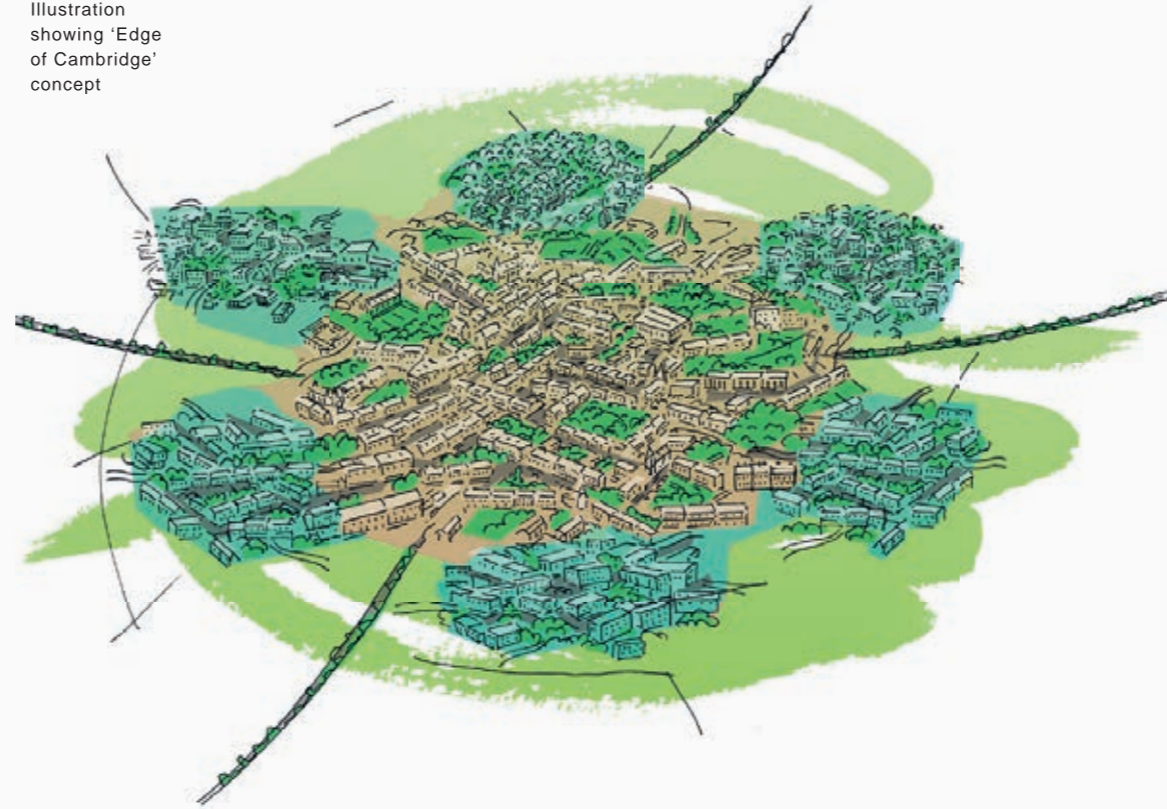
Advantages

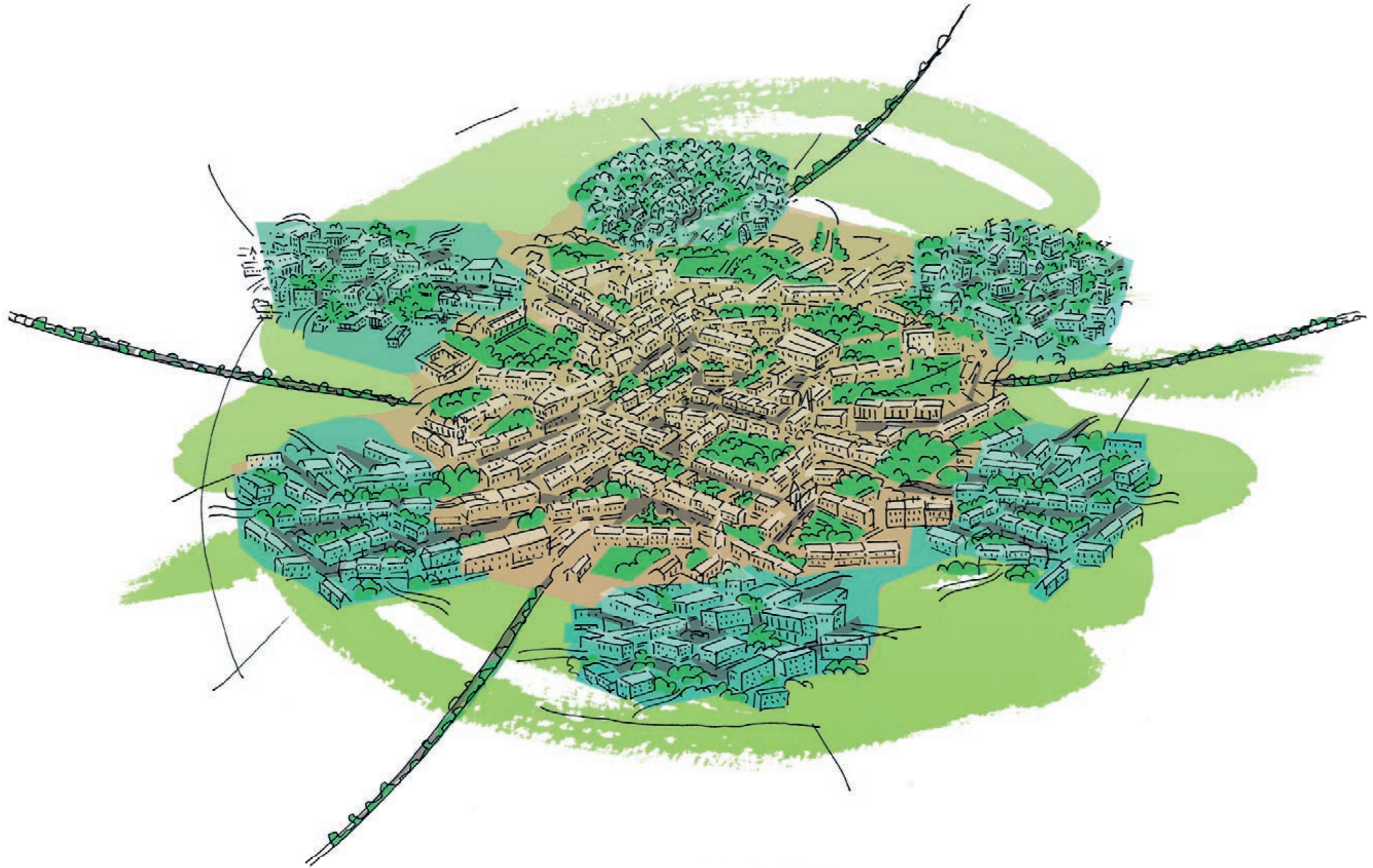
- + benefits from the services and infrastructure at the existing centre, maximising the potential for sustainable transport.
- + large scale urban extensions present the opportunity for new on-site infrastructure, such as schools, local centres and green spaces that can bring benefits to the existing and new community

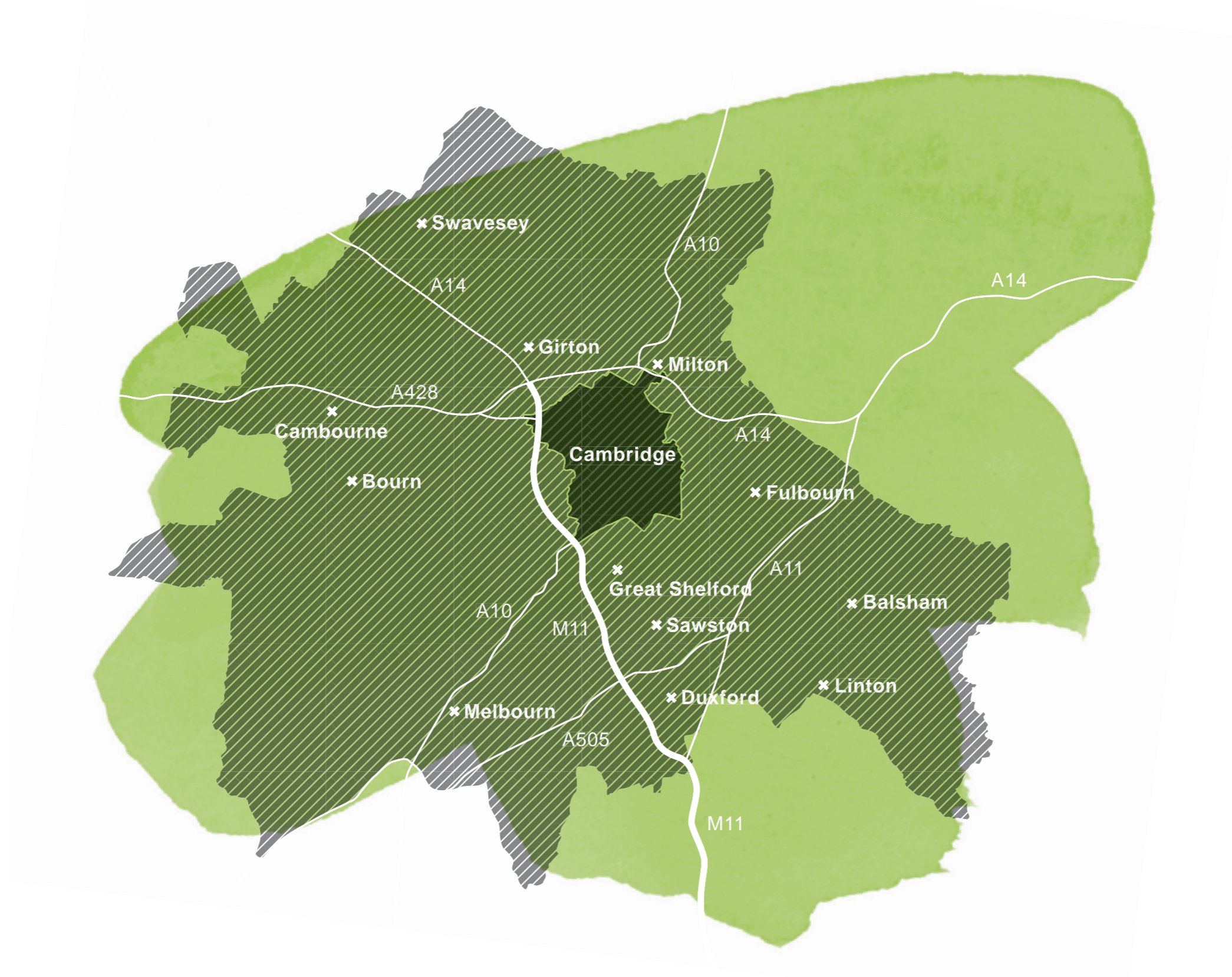
Challenges

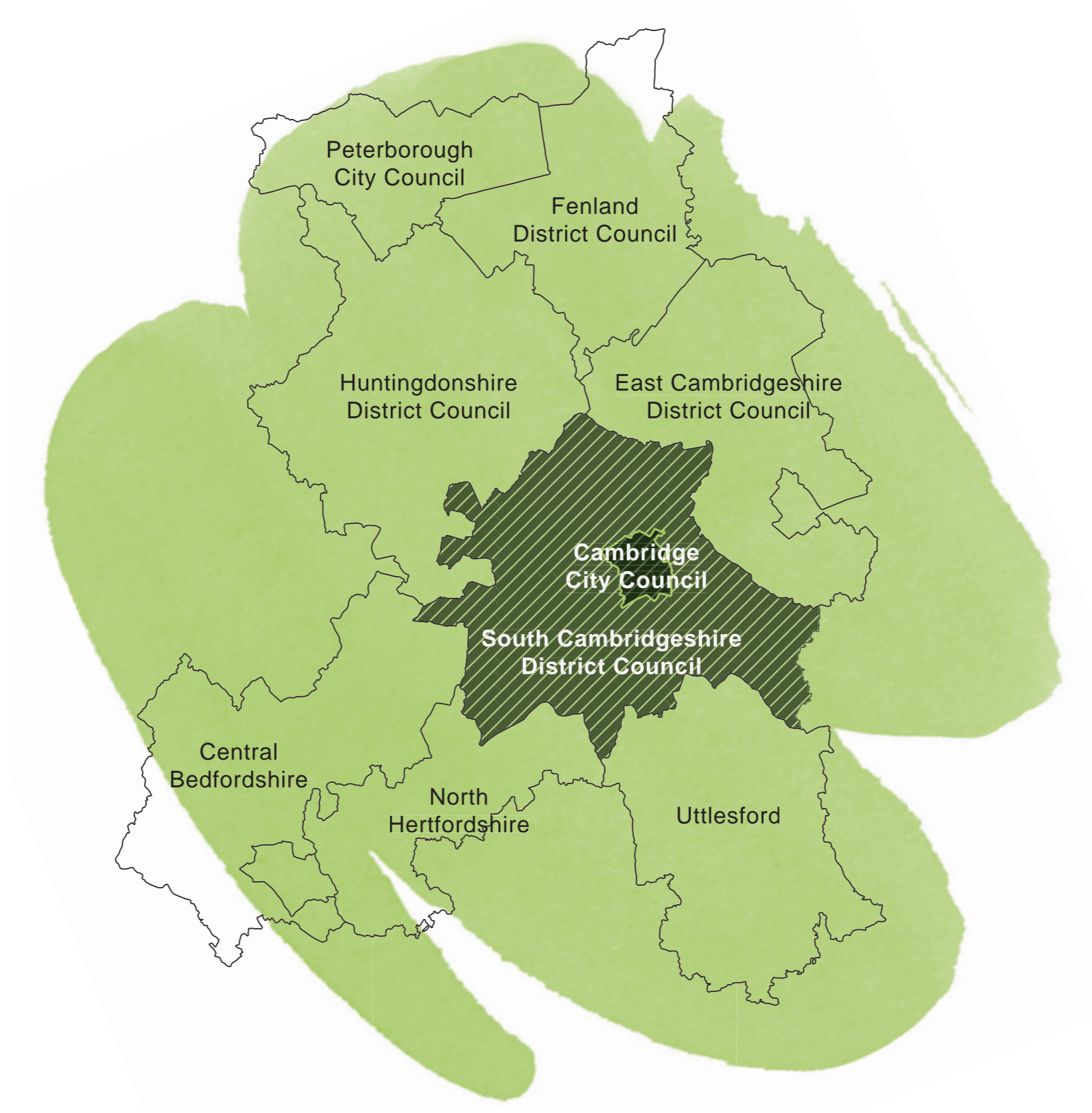
- + Requires the use of greenfield land on the edge of urban areas, which around Cambridge would require the release of Green Belt land, which would be subject to national policy requirement that alternatives have been fully explored.

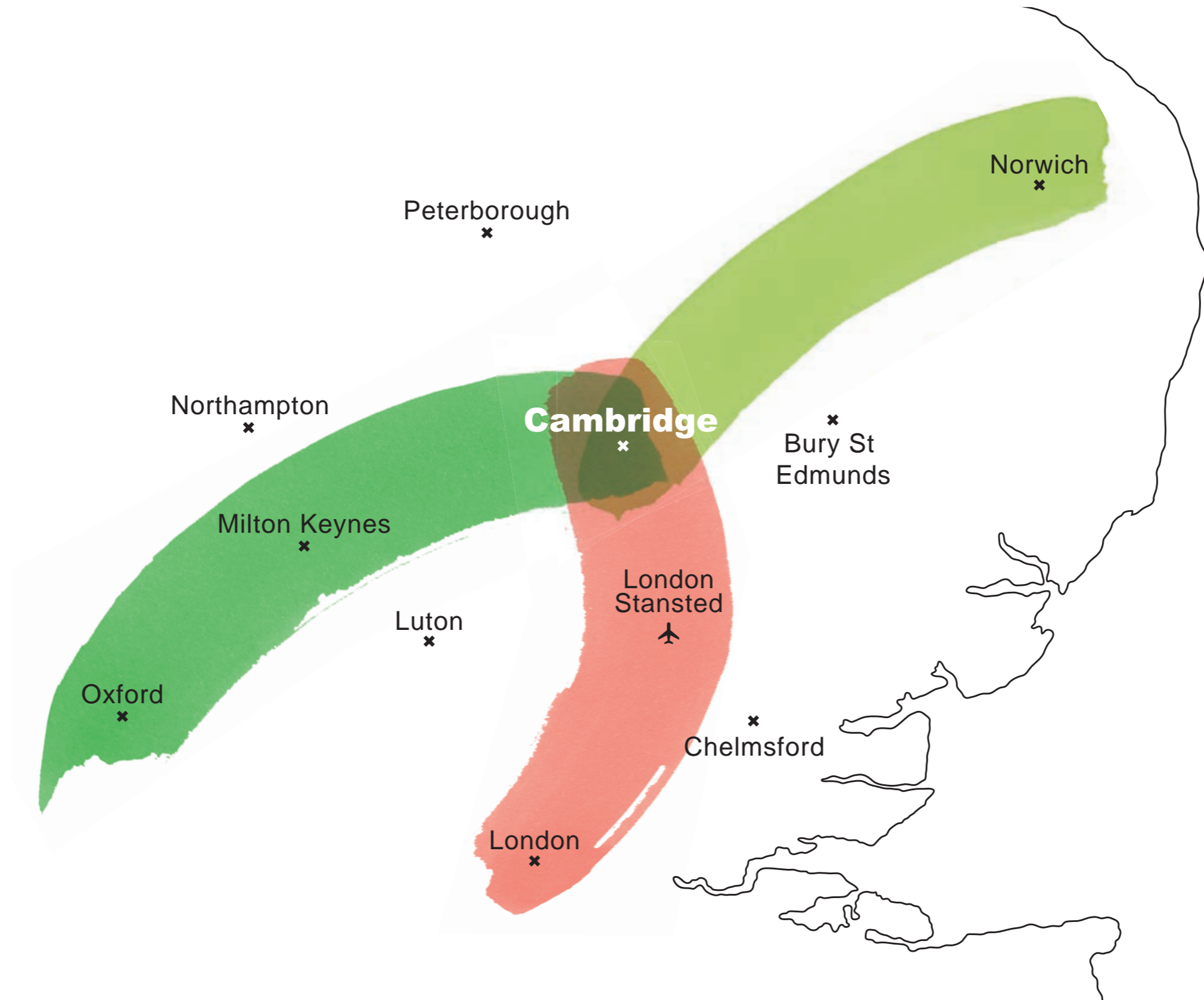
Figure 18
Illustration
showing 'Edge
of Cambridge'
concept

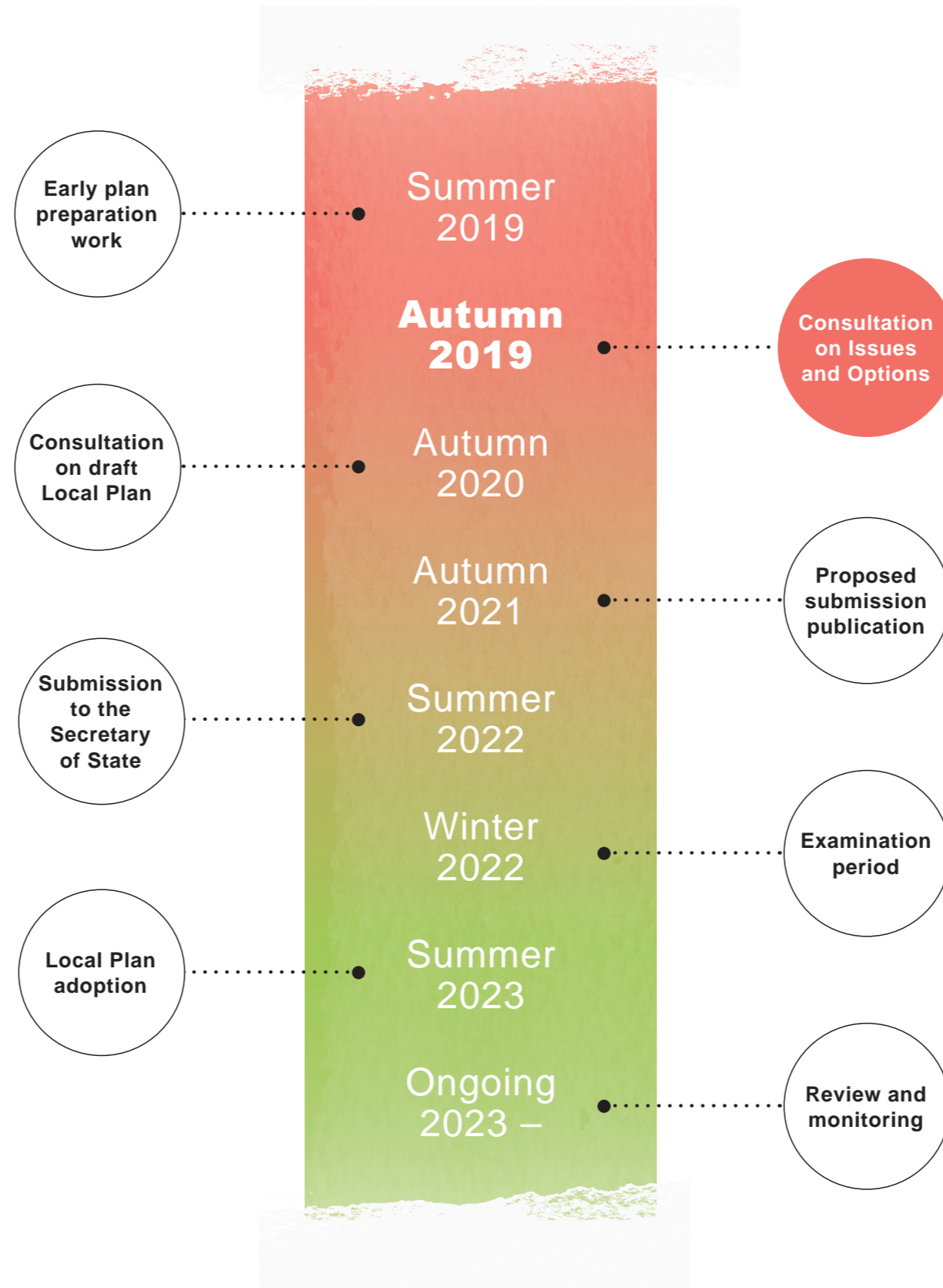


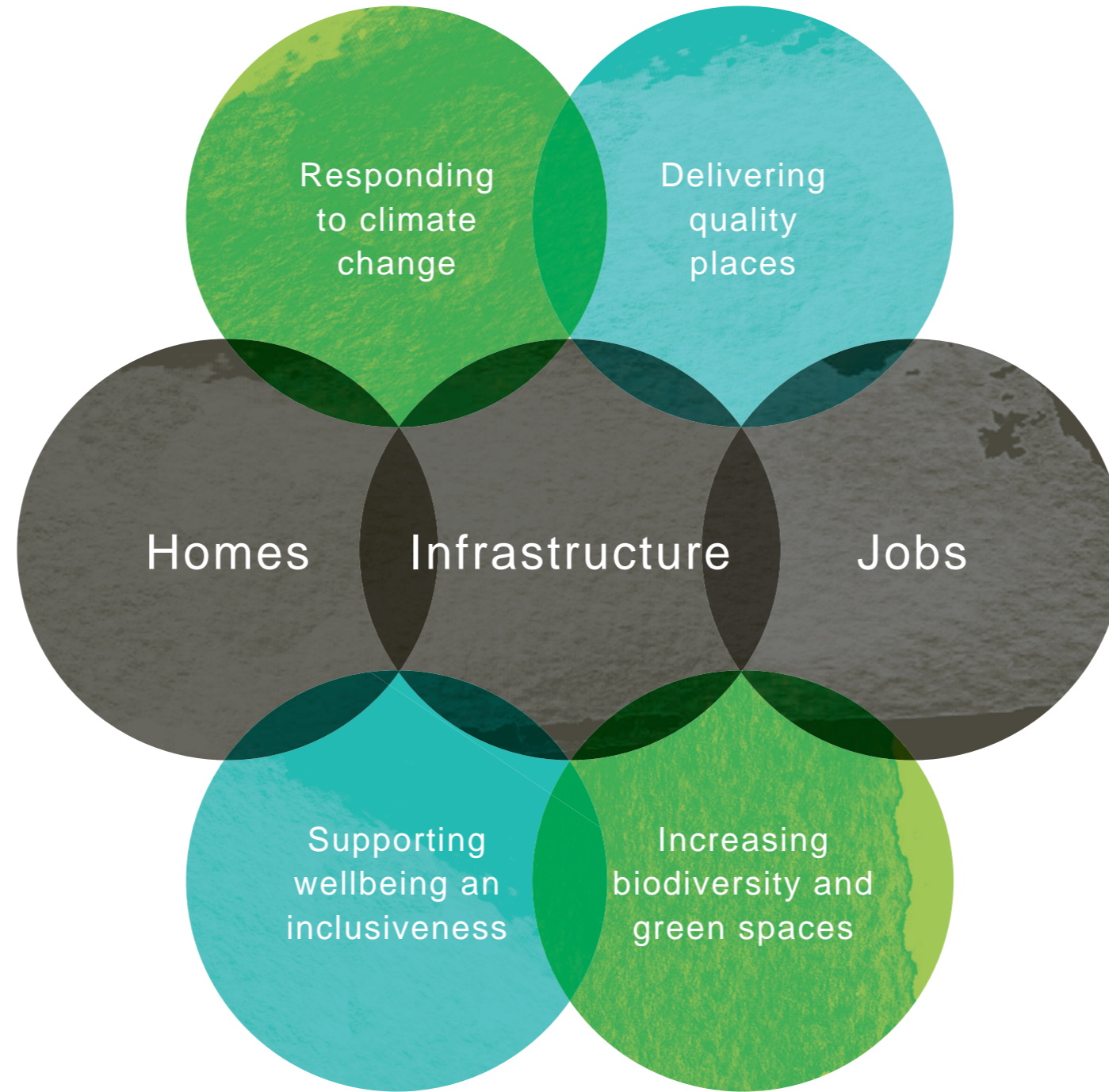














UNEMPLOYMENT IN CAMBRIDGESHIRE
(UK NATIONAL AVERAGE IS 4.1%)

- + 8,000,000 PEOPLE VISITED THE AREA IN 2017
- + 30% OF WHOM VISITED LOCAL FRIENDS AND FAMILY
- + TOURISM ACCOUNTS FOR 22% EMPLOYMENT

Greater Cambridge Local Plan The first conversation

(Regulation 18: Issues and Options 2019)

Unformatted Draft Text

Cambridge Planning and Transport
Scrutiny Committee 7 November
2019

South Cambridgeshire Cabinet 6
November 2019

Welcome

This consultation is the first stage towards preparing the Greater Cambridge Local Plan - a new joint Local Plan for Cambridge and South Cambridgeshire. We want you to help us shape the Plan over the next few years, and this is the start of that conversation.

The next local plan will affect the way we live, work and play in Greater Cambridge over the next 20 years and beyond. We are committed to supporting economic growth and jobs, and planning for the homes to meet the needs of all our community, while meeting the climate change challenge. The Local Plan is an important tool to help us become a net zero carbon society, and towards meeting our target of doubling biodiversity.

There are big issues to be debated, and we will have to prioritise carefully. There are requirements from national planning policy and regulations that we must meet, as well as local issues that we need to respond to. Alongside this, we know our communities have diverse views about how our area develops, and we want to make sure that we properly understand these when creating the next plan.

We want you, our communities, to be central to creating the next Local Plan. This consultation sets out the issues we think the Plan needs to consider and some of the big questions we need the Plan to answer. We want your views on whether these are the right issues and potential options to help us solve them. We hope you will all get involved.

Cllr Tumi Hawkins

Lead Cabinet Member for Planning

South Cambridgeshire District Council

Cllr Katie Thornburrow

Executive Councillor, Planning and Open Spaces

Cambridge City Council

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Glossary

A glossary explaining terms used in this material is included at the end of this document.

Summary

The new Greater Cambridge Local Plan will shape how our area changes over the period to 2040, and possibly beyond.

The material presented here is the first stage towards preparing the next Local Plan, but it is not the Plan itself. It is intended to start the conversation about the kind of place we want Greater Cambridge to be in the future.

The first part of this document explains the context and process for the Local Plan – how we plan to work with you, our communities, and with our neighbouring local authorities, regional partners and other important groups.

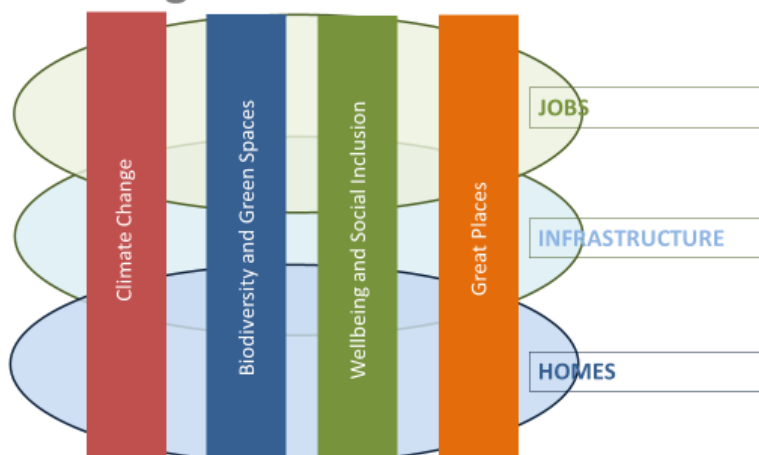
It then explores the 'big themes' for the plan we have set out that will influence how homes, jobs and infrastructure are delivered. They draw on the feedback we have received from Councillors, communities and businesses while preparing this document.

The big themes will help shape how we deliver the homes, jobs and infrastructure that the area needs.

They are:

- Climate change – how the plan should contribute to achieving net zero carbon, and the mitigation and adaptation measures that should be required through developments.
- Biodiversity and green spaces – how the plan can contribute to our 'doubling nature' vision, the improvement of existing and creation of new green spaces.
- Wellbeing and social inclusion – how the plan can help spread the benefits of growth, helping to create healthy and inclusive communities
- Great Places – how the plan can protect what is already great about the area, and design new developments to create special places and spaces.

Potential Big Themes for the Local Plan



Within each of these themes we have explained:

- What we are required to do by national legislation and policy
- What we are doing already, including our existing commitments and growth sites
- What we think the key issues are, and the big questions that we want you to help us answer.

One big question, affecting all these themes, will be the number of jobs and homes to plan for. Central government has set us the target of building a minimum of around 41,000 homes between 2017 and 2040. We are doing more work to understand future jobs growth and housing growth to support it. However, to give an indication, if the recent high level of jobs growth was to continue, there may be a case for making provision beyond the local housing need to include flexibility in the plan and provide for around 66,700 homes during this period. We already have about 36,400 homes in the pipeline for this period, which will contribute new homes in this period, but it will be for the new Plan to find sites for the rest.

So, after the themes, we have set out some options for where this growth might go. These include:

- Densification
- Edge of Cambridge – Outside Green Belt
- Edge of Cambridge – Inside Green Belt
- Dispersal - New settlements
- Dispersal - Villages
- Public Transport corridors

While the Plan could involve some growth in all these areas, we want to know what you think our priorities should be, and which areas should be the focus. How should the big themes play into this. You can also compare your preferred approach with the approach to development in the adopted and previous Local Plans.

We are committed to an open conversation with you all, and doing this better than we have done in the past. We know that there will be difficult choices to be made, and we will have to find a reasoned balance between the competing interests and priorities that you talk to us about. This first conversation is the moment we need to hear from as many of you as possible, and particularly those who feel that their voices are not always heard.

There are questions throughout this document that we would like you to answer. You can answer as many or few as you like, all your views will be helpful. However, you may also want to provide some general comments if you don't think we have asked all the right questions. There is also an opportunity to tell us about anything else you think we should be considering, which is not covered elsewhere.

1. About

1.1 What is the Greater Cambridge Local Plan?

Figure 1 Illustrative map of Greater Cambridge

For the first time, Cambridge City Council and South Cambridgeshire District Council (referred to as ‘the Councils’ in this consultation) are working together to create a joint Local Plan for the two areas – which we are referring to as Greater Cambridge. This will ensure that there is a consistent approach to planning, and the same planning policies where appropriate, across both areas.

A Local Plan is a legal document that the Councils are required to prepare, that sets out the future land use and planning policies for the area over a set time frame. It identifies the need for new homes and jobs, and the services and infrastructure to support them, and guides where this growth should happen. It follows a process set out in national legislation and guidance and is independently tested at a public examination to check it is ‘sound’ – this means that it is realistic, deliverable and based on good evidence – before it can be formally adopted.

Local Plans are key in making decisions on future planning applications in the area, alongside national planning policy and other supplementary guidance.

In legal terms, the material in this consultation is described as an Issues and Options report for public consultation, in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.2 Why do we need a new Local Plan?

The Local Plan will guide how Cambridge and South Cambridgeshire, together referred to as ‘Greater Cambridge’, will change over the next two decades and beyond.

In the past the Councils have produced separate Local Plans, but with a shared development strategy, including a number of development sites straddling the administrative boundary. This time we intend to prepare a single Local Plan for both council areas. We committed to do this when we signed up to the City Deal in 2014, which will bring in up to £500m over a 15-year period from central government towards transport and infrastructure projects managed by the Greater Cambridge Partnership.

Both Councils adopted their current Local Plans in 2018. Both include a commitment to an early review of those plans, in particular to update the assessment of housing needs, to review the progress of delivering planned developments including new settlements, and to consider the needs of caravan dwellers and government changes to the approach to planning for Gypsies and Travellers.

In February 2019 the Government published a revised National Planning Policy Framework (NPPF) which places new requirements on local plan making. Our Local Plan review also needs to ensure the next Local Plan will comply with the revised NPPF.

On adoption the Greater Cambridge Local Plan will replace the South Cambridgeshire Local Plan 2018 and the Cambridge Local Plan 2018. The adopted 2018 Local Plans remain in force until they are replaced.

1.3 How we are developing the plan

We are currently at an early stage in the development of the new Local Plan, which will be prepared in stages over about four years. The diagram below shows the outline timetable that was included in the adopted Greater Cambridge Local Development Scheme 2018 (the Local Development Scheme is a document we are required to produce which sets out our plan making timetable). At each stage we will check that the process is moving forward positively towards a new Local Plan and, if necessary, we will adjust the timetable.

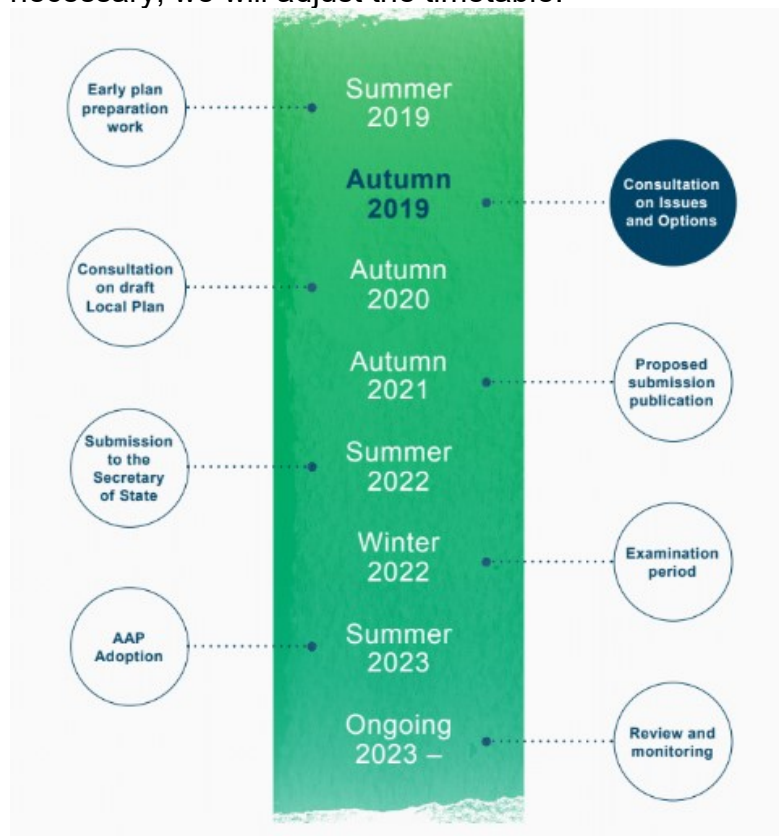


Figure 2 Local Plan Timetable in the Local Development Scheme

1.3.1 Gathering the Evidence

We are gathering the appropriate level of evidence to inform the preparation of the plan, as required by national policy. This will include further research on:

- Housing and Economic Land Availability
- Housing types & specialist needs
- Employment Land Needs
- Retail & Leisure Need
- Visitor Accommodation
- Responding to climate change and the transition to Net Zero Carbon
- Green Infrastructure and Biodiversity Net Gain
- Green Belt
- Landscape
- Transport
- Infrastructure & Phasing of development
- Viability
- Strategic Flood Risk Assessment
- Habitats Regulations Assessment

We will publish this evidence as it is produced and as the Local Plan develops, so you will be able to read and comment on it.

1.3.2 Sustainability Appraisal

A key role of the planning system is to contribute to sustainable development. Each stage of plan making will be accompanied by a Sustainability Appraisal. The aim of this process is to test the options and policies being considered by identifying potential positive and negative social, economic and environmental impacts, and highlighting opportunities to improve the plan.

At this stage we are consulting on a Scoping Report, which sets out our approach to the appraisal of the plan, and an initial Sustainability Appraisal of the Issues and Options identified in this consultation. You will be able to find these on our websites alongside the issues and options report. Comments on these documents are welcomed.

1.3.3 What happens next

The views expressed by individuals, communities, businesses, academic institutions and stakeholders during this consultation will help us develop and refine the options for further testing and then identify the preferred approach to the themes and areas for growth, and the draft plan itself.

All the comments received during the consultation will be analysed and a summary report produced and published on our websites. Further details of the next steps will be published on our websites.

1.4 About Greater Cambridge

Figure 3 Map of the Greater Cambridge Area

The Councils cover an area of over 360 square miles in the southern part of Cambridgeshire. The Cambridge City Council area is entirely surrounded by South Cambridgeshire and the two Councils have a long track record of working together on our development strategy. The area includes the city of Cambridge and over 100 nearby villages, as well as several new towns and villages which are being developed. The area is bordered by a number of market towns, like Huntingdon, Royston and Haverhill, which fall outside the area.

The vision for Cambridge has long recognised its qualities as a compact, dynamic city, located within the high-quality landscape setting provided by the Cambridge Green Belt. The city has an iconic historic core, heritage assets, river and structural green corridors, with generous, accessible and biodiverse open spaces and well-designed architecture. South Cambridgeshire's villages vary greatly in size, with each having a unique character.

Greater Cambridge has a reputation for design excellence, and has focused on new development that is innovative and promotes the use of sustainable modes of transport. This has already helped to support the transition to a more environmentally sustainable and successful low carbon economy, but the next Local Plan will need to do more.

Greater Cambridge is a centre of excellence and world leader in the fields of higher education and research. It has fostered a dynamic and successful knowledge-based economy, while aiming to retain the high quality of life in the city and surrounding villages that underpins that economic success. Cambridge is also an important centre for a wide range of services.

Both Councils have published visions and Council-wide plans setting out how they want their areas to evolve. These provide an important context for the preparation of the next Local Plan for Greater Cambridge. These are available in full on each Council's own website.

[Cambridge City Council Vision](#)

To lead a united city, 'One Cambridge - Fair for All', in which economic dynamism and prosperity are combined with social justice and equality:

- 'One Cambridge – Fair for All'
- Cambridge - a great place to live, learn and work
- Cambridge - caring for the planet

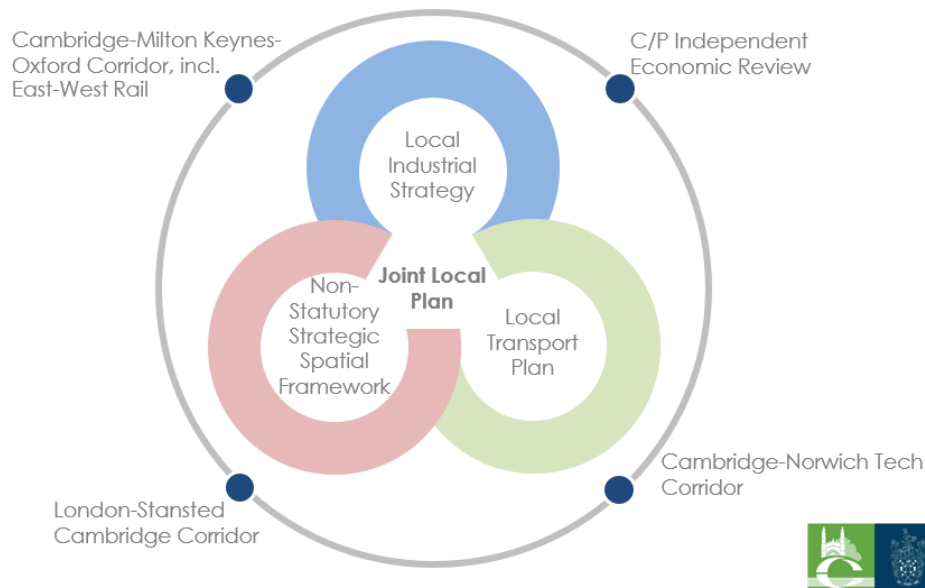
South Cambridgeshire District Council Vision

Putting the heart into Cambridgeshire by:

- Helping businesses to grow
- Building homes that are truly affordable to live in
- Being green to our core
- Putting our customers at the centre of everything we do

1.5 The wider region

Figure 4: Illustration of Strategies influencing the Local Plan



NOTE: A revised graphic will be prepared

We cannot plan for Greater Cambridge in isolation. We have a legal duty to cooperate with key stakeholders and surrounding areas on cross boundary issues, and Greater Cambridge also sits at the heart of many other cross-boundary structures and initiatives. These include:

- The key economic corridors – the Oxford-Cambridge Arc, the London-Stansted-Cambridge corridor and the Cambridge-Norwich tech corridor;
- The Cambridgeshire and Peterborough Combined Authority and its strategies – the Local Transport Plan, the Non-Statutory Spatial Framework, Local Industrial Strategy and the Cambridge and Peterborough Independent Economic Review;
- Greater Cambridge Partnership;
- Cambridgeshire County Council strategies; and
- Our neighbouring Local Authorities and their plans.

1.5.1 Key economic corridors

Figure 5 Map illustrating Oxford-Cambridge Arc, London-Stansted-Cambridge corridor, Cambridge-Norwich Tech corridor

Greater Cambridge falls at the crossroads of a number of economic corridors. The two most important are the Oxford-Cambridge Arc, and London-Stansted-Cambridge.

Oxford-Cambridge Arc

The Government designated the Oxford-Cambridge Arc a key economic priority and asked the National Infrastructure Commission to analyse the actions required to meet the area's full economic potential. The Government has endorsed the Commission's report, [Partnering for Prosperity: a new deal for the Cambridge-Milton Keynes-Oxford Arc](#) which includes an ambition for up to one million high-quality new homes by 2050. It has also committed to completing the East West Rail link and an Expressway, and to achieving sustainable growth in the Arc while improving the environment for future generations.

London-Stansted-Cambridge

The [UK Innovation Corridor](#), supported by the London-Stansted-Cambridge Consortium, recognises the significant economic linkages in this area creating a world class hub of science and innovation. They offer significant opportunities through developing closer economic connections.

Cambridge – Norwich tech corridor

The [Cambridge Norwich Tech Corridor](#) is are seeking to forge closer links between the two cities, and opportunities to support clusters of innovative businesses.

1.5.2 Working with the Cambridgeshire and Peterborough Combined Authority

Figure 6 Map illustrating Combined Authority Area

The Cambridgeshire and Peterborough [Combined Authority](#), founded in March 2017, is made up of representatives from the seven councils in Cambridgeshire and Peterborough and a Business Board. The Combined Authority is led by an elected Mayor; the Leaders of Cambridge City Council and South Cambridgeshire District Council, together with those of the five other authorities sit on the Combined Authority Board.

As the Local Transport Authority, the Combined Authority is producing the Local Transport Plan for the area. The Combined Authority also commissioned the [Cambridgeshire and Peterborough Independent Economic Review \(CPIER\)](#), to

explore what was needed to create a coherent economic growth strategy for the whole sub-regional economy. This has informed the Local Industrial Strategy, which sets out how Cambridgeshire and Peterborough will maximise the economy's strengths and remove barriers that remain to ensure the economy is fit for tomorrow's world.

The Combined Authority is also preparing a Non-Statutory Spatial Framework for Cambridgeshire and Peterborough. [Phase 1](#) of this, reflecting the growth in our adopted 2018 Local Plans and how the Combined Authority will help achieve this, was published in 2018. Phase 2, providing a long-term strategy towards 2050 is being prepared, and will be subject to separate consultation. Although the Framework will be non-binding, whereas the Local Plan is a legal planning document, the aim is that they provide a complementary vision for the area, and draw the big picture of change across the wider area.

1.5.3 Working with the Greater Cambridge Partnership

The [Greater Cambridge Partnership](#) is the local delivery body for the [City Deal](#). The partners are Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council, the University of Cambridge and the Business Board of the Cambridgeshire and Peterborough Combined Authority. The Greater Cambridge Partnership aims to boost growth and accelerate the delivery of new homes by investing in local infrastructure, housing and skills. This includes the delivery of transport schemes supporting growth sites identified in the adopted 2018 Local Plans, and improving the transport network for Greater Cambridge to make it easier to access and move around Cambridge by public transport, by bike and on foot.

1.5.4 Working with Cambridgeshire County Council

Figure 7 Map of County Council area

We also need to work closely with [Cambridgeshire County Council](#) on issues relating to its roles. For example, the County Council is responsible for managing the local highway network, is the lead local flood management authority and the Local Education Authority responsible for schools planning.

1.5.5 Working with our neighbouring Local Authorities

Figure 8 Map of areas surrounding Greater Cambridge

Whenever we prepare a new Local Plan, we collaborate with our neighbours on strategic cross-boundary issues. For the next Local Plan we consider that these include:

- Assessing housing need, including Gypsy & Traveller accommodation needs
- Wildlife habitats and green infrastructure
- Carbon offsetting and renewable energy generation
- Transport
- Water, including supply, quality, wastewater and flood risk

We will also need to consider the impact of planned growth on the edges of Greater Cambridge, such as the proposal for a North Uttlesford Garden Community in the draft Uttlesford Local Plan currently undergoing examination.

Question

- 1. Do you think we have identified the right cross-boundary issues and initiatives that affect ourselves and neighbouring areas?**

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please add any comments and ideas. Are there other issues we should be considering?

1.6 How long are we planning for?

Our adopted 2018 Local Plans cover the period from 2011 to 2031, although a number of large-scale developments, like the new settlements of Northstowe, the new town north of Waterbeach and new village at Bourn Airfield will take longer to be completed.

While development and change is an ongoing process, we need to identify a start and end date for the next Local Plan, because we must be able to monitor our progress in meeting the targets we set. We hope to adopt the next Local Plan in 2023, but its start date will be 2017, because this is the most recent year for which data is available to provide a baseline for us to monitor against.

National planning policy states that plans should look ahead at least 15 years from the point of adoption, which suggests an appropriate plan end date of 2040. This is to anticipate and respond to long-term requirements and opportunities, for example major improvements in infrastructure.

Some of the strategic planning that is going on for the Greater Cambridge area is taking a longer view by looking to 2050 (for example the Combined Authority's Non Statutory Spatial Framework). A longer outlook could provide opportunities to plan strategically for how the area will develop in the long term. However, a balance needs to be achieved between planning far enough ahead to make informed decisions about growth and the reliability of long-term future predictions for housing and jobs. There is inevitably increasing uncertainty the further ahead we look.

On balance we think the best approach is to plan to 2040, in the knowledge that some of the strategic sites that we have already planned, plus any new large scale strategic sites that we might identify, will continue to deliver homes and employment land after this date.-

Question

2. Do you agree that planning to 2040 is an appropriate date in the future to plan for? If not, what would be a more appropriate date and why?

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please add any comments and ideas

2. Getting Involved

2.1 Involving our communities

The next Local Plan will directly affect the lives of everyone in the area, and we want to make sure we have an active and open public conversation about how it should take shape. This means involving all parts of our community - individuals, groups, businesses, academic institutions, and stakeholders of all kinds. We are committed to genuinely listening and learning from you all, and ensuring that we explain the plan-making process clearly to you, so you understand how and why decisions are made.

We particularly want to involve groups who usually don't get heard in the planning process – young people, people from diverse backgrounds, people from less prosperous parts of the area, and those who usually find it difficult to get involved for different reasons.

Therefore, we are making the First Conversation material fully accessible online in a digital-first format, as well as in a printed version, but also taking the conversation to you in a number of different ways:

- Taking a 'roadshow' to places around the area such as shopping centres, schools, community centres and other places where we can reach out to as many people as possible, making it easy to spend a few minutes finding out more and sharing your views.
- Using social media and video to encourage young people in particular, to get involved.
- Spreading the word via local TV, radio, Council Magazines, and newspapers
- Working with leaders from our diverse communities to encourage greater participation.
- Working with other parts of the Councils to encourage everyone to get involved.

The plan making process involves several stages, and the input we gain from you will be balanced with other evidence that we gather. You can read more about what's already been done and what is planned in our Statement of Consultation [link to be added], which will be updated at each stage of the Plan process. This has been drawn up in accordance with our [Statement of Community Involvement 2019](#).

Question

3. How do you think we should involve our communities and stakeholders in developing the Plan?

Please add any comments and ideas

2.2 Relationship with Neighbourhood Planning

Neighbourhood planning is a way for local communities to take a proactive approach to deciding the future of the places where they live and work. It is a right, not a legal requirement, which communities can use to shape how their neighbourhood develops, including influencing the location and design of homes, shops, offices, industry and infrastructure.

Neighbourhood Plans need to conform to the strategic policies of the Local Plan to be valid. When made (formally adopted) they have equal weight in the planning system to the Local Plan.

In Cambridge, community groups interested in preparing a Neighbourhood Plan need to be formally established as “neighbourhood forums” for a specified part of the city. No draft neighbourhood plans have yet been submitted to us for any part of Cambridge, although one Neighbourhood Area has been designated at South Newnham. You can find more information on the [Cambridge Neighbourhood Plans](#) web pages.

In South Cambridgeshire, Neighbourhood Plans are normally prepared by Parish Councils. Currently one Neighbourhood Plan has been made (adopted) by South Cambridgeshire District Council. A further 17 villages are preparing plans, and are at various stages of the neighbourhood plan making process. You can find more information on the South Cambridgeshire [Neighbourhood Plans](#) web pages. The Council has also been working with some villages to help prepare [village design guides](#).

2.3 How can I respond?

This consultation and all supporting documentation can be found on the Councils’ websites. Hard copies of the First Conversation consultation document are available for inspection at the Councils’ offices and at selected public libraries. A response form containing all the questions posed can also be obtained at the above locations and can be downloaded from the Councils’ websites.

A series of events are planned during the consultation. The times and locations of the events are set out in the public notice and on the Councils’ websites. These events will be informal and offer the opportunity for the public to come in and discuss the issues and options with officers.

For more information, including the accompanying documents, go to the Councils’ websites:

- XXXXXX

2.3.1 How you can make your comments

Comments on the consultation can be made in a number of different ways:

- On the dedicated Local Plan website for quick comments and views
- if you want to make a longer and more detailed comment, you can do so in the following ways:
 - Through the Councils' [consultation portal](#)
 - By filling in the response form (available on the website) and sending it back to us either by email to: localplan@greatercambridgeplanning.org
 - Alternatively, you can post the form back to either:

Cambridge City Council:

Planning Policy Team
Planning Services
Cambridge City Council
PO Box 700
Cambridge
CB1 0JH
Tel: 01223 457384

South Cambridgeshire District Council:

Planning Policy Team
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA
Tel: 01954 713183

The closing date for receipt of comments is **xxxxxx 2020 at 5pm**.

Representations, including names, will be available to view on the Councils' websites. Full representations including addresses will also be available to view on request. Our privacy notice for planning policy consultations and notifications sets out how your personal data will be used and by whom. You can view both [South Cambridgeshire](#) privacy statement and [Cambridge](#) privacy statement.

2.3.2 Tell us about employment and housing site options

The Councils have previously carried out a 'Call for Sites' in Spring 2019, providing the opportunity for landowners, developers and communities to let us know about potential sites or broad locations for development that they wish the Council to consider as it progresses with this local plan. If you wish to put any further sites to us through this Issues and Options Consultation, a site form can be found on our website, setting out the information that we need. There is no need to resubmit sites you have already provided to the Councils as part of the Call for Sites 2019.

Question

- 4. Please submit any sites for employment and housing you wish to suggest for allocation in the Local Plan. Provide as much information and supporting evidence as possible.**

2.3.3 Tell us about green space and wildlife habitats opportunities

We will also be commissioning evidence identifying opportunities for large scale new green space in Greater Cambridge given the importance this has as part of our overall strategy for the plan. To support this work, you can submit sites for open space, wildlife habitats or other green space uses to us through this Issues and Options Consultation. A site form can be found on our website, setting out the information that we need.

Question

- 5. Please submit any sites for green space and wildlife habitats you wish to suggest for consideration through the Local Plan. Provide as much information and supporting evidence as possible.**

3. The Big Themes

Our Local Plan must provide a positive vision for the future of Greater Cambridge. The aim is simple: **to ensure sustainable development**. Sustainable development has three strands - social, economic and environmental. It means meeting the needs of the present population without compromising the ability of future generations to meet their own needs.

Both Cambridge City and South Cambridgeshire District Councils have council wide plans that set out visions for the future. Our Local Plan needs to build on those visions.

To properly reflect the three strands of sustainable development in the Plan it means creating the homes, jobs and supporting infrastructure (transport, utilities, services and facilities) in the right places, alongside protecting and enhancing the environment.

In order to achieve this, we will need to balance many competing priorities and issues. These fall into a group of four 'big themes' that will influence how homes, jobs and infrastructure are delivered, and draw on the feedback we have received from Councillors, communities and businesses while preparing this document. They will help shape how we deliver the homes, jobs and infrastructure that the area needs. They are:

- Climate change – how the plan should contribute to achieving net zero carbon, and the mitigation and adaptation measures that should be required through developments.
- Biodiversity and green spaces – how the plan can contribute to our 'doubling nature' vision, the improvement of existing and creation of new green spaces.
- Wellbeing and social inclusion – how the plan can help spread the benefits of growth, helping to create healthy and inclusive communities
- Great Places – how the plan can protect what is already great about the area, and design new developments to create special places and spaces.

These themes are our initial suggestions and we want to hear your views on whether this is the right way to approach meeting our needs for homes, jobs and infrastructure in the new Plan.

Potential Big Themes for the Local Plan

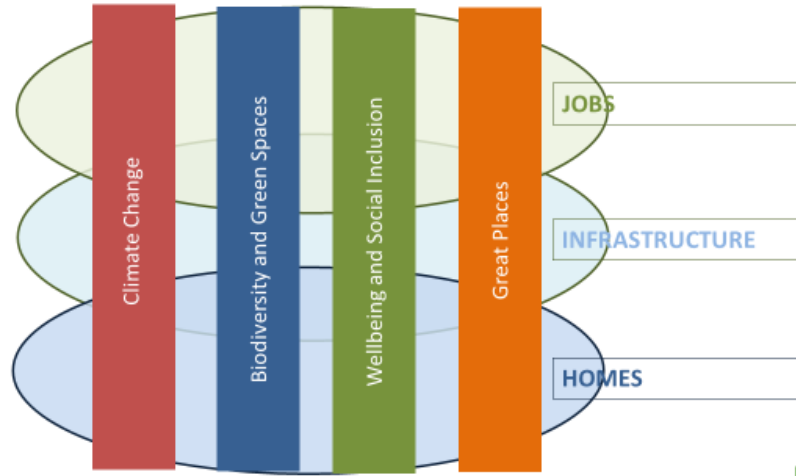


Figure 9 The potential big themes for the Local Plan

Question

6. Do you agree with the potential big themes for the Local Plan?

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please add any comments and ideas. Are there other themes or issues we should be considering that could inform our new vision for Greater Cambridge?

Question

7. How do you think we should prioritise these big themes? Allocate 10 points across the following four themes:

Climate Change	
Biodiversity and Green Spaces	
Wellbeing and Social Inclusion	
Great Places	

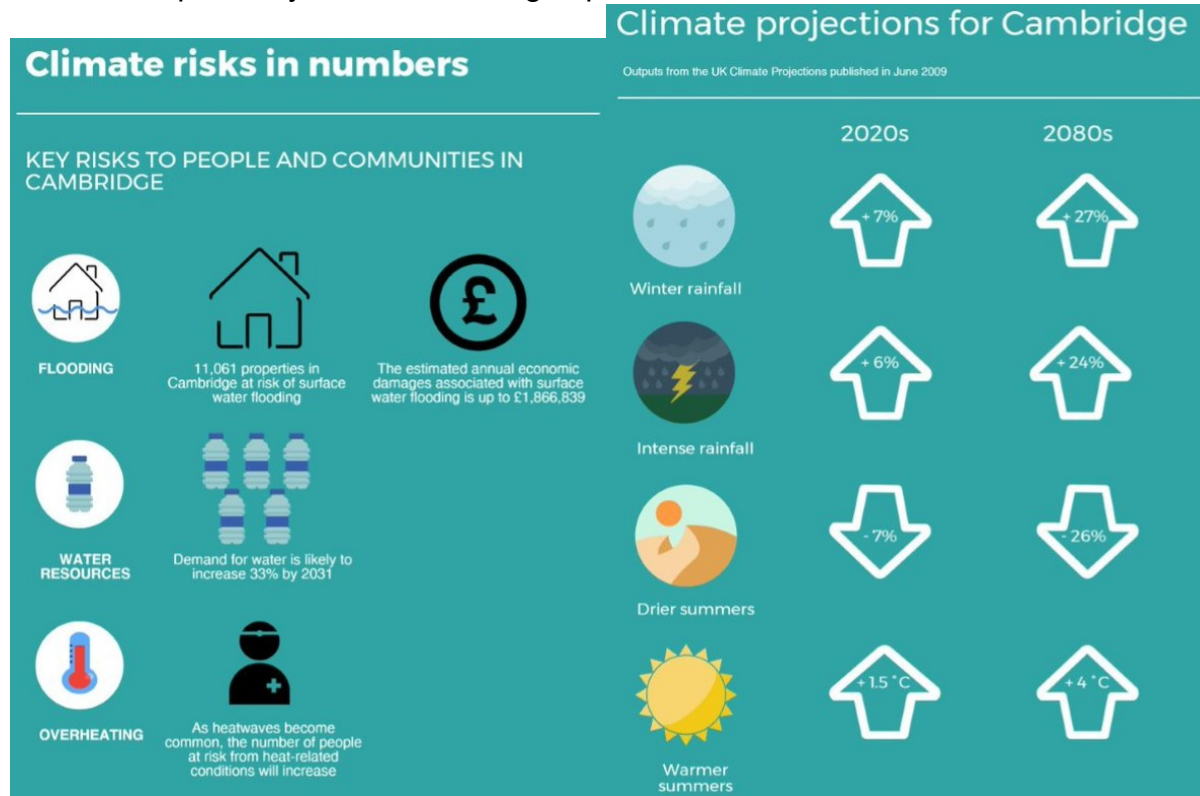
You can place the 10 points at as many or few of the locations as you like to show your preferences and priorities.

(ADD: graphic to show some completed examples to aid responses)

3.1 Climate Change

Figure 10 Infographic – Climate Change

Note: Examples only, these are being improved.



Add:

- Flood Risk % of land in Greater Cambridge in high risk zone for river flood risk 9.6%
- Average household in Greater Cambridge uses 140 litres per person per day.
- Based upon 2018 Climate Projections, UK Weather will change by 2070:
- Winter rainfall: +35%
- Warmer Winters: +4.2C
- Summer rainfall: -47%
- Warmer Summers: +5.4C

Climate change is a defining issue of today and will have serious impacts for future generations. In response to the climate crisis, the two Councils and the County Council have committed to achieve net zero¹ carbon by 2050.

Net zero carbon means that, on balance, not creating more CO₂ than is stored up or offset. This means that any carbon emissions we create through burning fossil fuels,

¹ <https://www.cambridge.gov.uk/news/2019/02/22/cambridge-city-council-declares-climate-emergency> and <https://www.scams.gov.uk/climate-emergency-as-council-aims-to-make-south-cambridgeshire-zero-carbon/>

must be balanced out by schemes to absorb it back out of the atmosphere – such as planting trees or using technology such as carbon capture and storage. In reality we can only absorb and offset a small amount of CO₂. This means we have to ensure that the vast majority of our energy needs can be met by renewable forms of energy. This will only be possible by reducing our energy use drastically.

The Local Plan will play a key part in helping us achieve this challenge, but this will affect how we address other priorities that are important to the area. It will influence where we plan for development, and how it is designed – and this may not be welcomed by everyone, as we will have to plan for low-carbon lifestyles and encourage low carbon activities and alternatives to private car use. We want to hear from you about how we should best meet the climate challenge and balance this with other issues for the Local Plan.

Question

8. How should the Local Plan help us achieve net zero carbon by 2050?

Please add any comments and ideas

3.1.1 What do we have to do?

National planning policy requires local planning policies to be “in line with the objectives and provisions of the Climate Change Act 2008”. In August 2019, the Climate Change Act was amended to set a target for carbon emissions in the UK to become net zero by 2050.

3.1.2 What are we already doing?

Our adopted 2018 Local Plans include policies which respond to climate change. We require large scale developments to be exemplars in sustainability standards, for example by increasing the amount of renewable energy generation on site, or using new construction methods to minimise construction waste and maximise energy efficiency through offsite construction and modular build techniques.

Once adopted in 2020, our new Sustainable Design and Construction Supplementary Planning Document will support these adopted planning policies. However, there needs to be a big step up in order to meet the net zero target by 2050 and we need to start addressing it now.

Cambridgeshire County Council have commissioned new research that will inform the next Local Plan, which will include understanding the level of carbon emissions

within the Greater Cambridge area today, known as carbon footprinting². This has been carried out in collaboration with the University of Cambridge's Science Policy Exchange and Department of Land Economy, and the outputs of Carbon Neutral Cambridge's Zero Carbon Symposium, held in Cambridge in May 2019³ will also help inform future policy. We are also commissioning further work to test options for higher standards of carbon reduction, which will help us understand potential to achieve net zero carbon new development.

3.1.3 What are the key issues?

Figure 11 Illustration of Designing to Respond to Climate Change

We want to know how you think we should use the next Local Plan to meet the key challenges of significantly reducing our climate impacts, whilst having enough flexibility so that we can respond effectively to the changing climate in the future.

Mitigating climate change

Climate change mitigation means reducing our impact on the climate as far as possible. This involves:

- Designing new communities, infrastructure and buildings to be energy and resource efficient, both in the way they are built and the way they are used over their lifespan.
- Using renewable and low carbon energy generation
- Promoting patterns of development that enable travel by low-carbon modes such as walking, cycling and public transport
- Discouraging our communities from using private cars where possible, and other lifestyle choices that affect the climate
- Retrofitting existing buildings to be more energy efficient
- Considering the role of the plan regarding materials used in the construction process.
- Investigating how carbon offsetting can be supported through tree planting and other measures
- Supporting local and community opportunities for growing food

Question

9. How do you think we should be reducing our impact on the climate? Have we missed any key actions?

Please add any comments and ideas

² Cambridgeshire County Council and CUSPE (October 2019). Net Zero Cambridgeshire. What actions must Cambridgeshire County Council take to reach net zero carbon emissions by 2050.³

<https://carbonneutralcambridge.org/wp-content/uploads/2019/08/Zero-Carbon-Futures.pdf>

³ <https://carbonneutralcambridge.org/wp-content/uploads/2019/08/Zero-Carbon-Futures.pdf>

Adapting to climate change

Climate change adaptation means ensuring that our communities can evolve as our climate changes – to more extreme weather, a hotter climate, and a changing ecology. This includes:

- Ensuring that we are safe from flood risk and extreme weather events
- Designing buildings and places so that they are easy to keep cool in a warming climate without using increasing amounts of energy for air conditioning, and without increasing the 'heat island' effect
- Being efficient in our use of water, and ensuring that we have enough water resources to meet our needs.
- Ensuring food security and the adaptation of agriculture and food growing to our changing climate
- Ensuring that trees and plants are selected to be resilient to a warmer and drier climate.

Question

10. Do you think we should require extra climate adaptation and resilience features to new developments?

Yes, strongly agree

Yes, somewhat agree

Neither agree nor disagree

No, somewhat disagree

No, strongly disagree

Please add any comments and ideas

Question

11. Are there any other things we should be doing to adapt to climate change? We want to hear your ideas!

Please add any comments and ideas

3.2 Biodiversity and Green Spaces

Figure 12 Infographic – Biodiversity & Greenspace

Types of figures to include in infographic:

- Number of protected sites (SAC, SSSI, Local wildlife sites) - SSSI = 42, LNR = 16, CWS = 129, CWS = 51 (SCDC and Cambridge Adopted 2018 Local Plans)
- Country parks (Milton, Wandlebury, Trumpington Meadows, Coton Countryside Reserve)
- Number of ancient woodland sites: 43 (SCDC and Cambridge Adopted Local Plan at Sept & Oct 2018)
- Number of Cambridge Parks & commons: Parks and Gardens = 55, Semi Natural Green Space = 43, Amenity Green Space = 100 (Cambridge Adopted Local Plan)
- Number of priority species = 320 (CPERC Species Data 2018)
- Number of protected spaces, LGS, PVAA = Protected Open Spaces = 332, LGS = 83, PVAA = 193 (SCDC Adopted Local Plan Sept 2018)
- Tree cover in Greater Cambridge = 11.11% (not available for UK whole)

Biodiversity means the richness of the living environment around us. A healthy and biodiverse environment is important to ensure Greater Cambridge's future prosperity and the wellbeing of all who live, work and study here.

Biodiversity is supported by green infrastructure - a term for the network of natural and semi-natural spaces across the area. This network includes parks and recreation grounds as well as more wild spaces like woodland, scrubland and grassland areas, rivers and other water bodies.

Greater Cambridge on the face of it seems very green. The River Cam is a designated county wildlife site in recognition of the river's importance in linking semi-natural habitats, including ecologically-designated sites in Cambridge such as Stourbridge Common Local Nature Reserve (LNR) and Sheep's Green and Coe Fen LNRs. In South Cambridgeshire there is a network of wildlife habitats, including ancient woodlands, orchards, rivers and wildlife corridors. These include sites like Eversden and Wimpole Woods, of international importance.

However, in recent decades biodiversity in the area has been decreasing. The rural area is dominated by agricultural land which is often not biodiverse, and in urban areas, loss of gardens and increase in urban uses reduce biodiversity. Chalk streams which feed the river Cam, and get their water from the aquifer that provides much of our drinking water, have run very low in recent years, impacting on the wildlife that lives there.

Both Councils have recognised the pressure on the natural environment and want to explore how the next Local Plan can do more to improve the Green Infrastructure

network. This will form a key part of the overall development strategy for the area, and will be an important part of the wider response to climate change.

Question

12. How should the Local Plan help us improve the natural environment?

Please add any comments and ideas

3.2.1 What do we have to do?

National planning policy requires us to protect and enhance valued wildlife habitats and sites of biodiversity importance. Whilst we have previously been required to protect and enhance biodiversity through development, national policy now requires development to achieve a net gain for biodiversity. Biodiversity net gain requires developers to ensure habitats for wildlife are enhanced and left in a measurably better state than they were before development.

Local Plans also need to take a strategic approach to promoting the restoration and enhancement of the green infrastructure network, taking into account its varied benefits including supporting biodiversity, providing opportunities for recreation, mitigating and adapting to climate change and enhancing landscape character. This means having a clear understanding of what is present in the area and exploring how planning can help protect and improve it.

3.2.2 What are we already doing?

Our adopted 2018 Local Plans seek to protect and enhance biodiversity and open space, but the next Local Plan provides an opportunity to explore how we can do more.

Cambridge City Council and South Cambridgeshire District Council have declared biodiversity emergencies⁴. As members of the Natural Cambridgeshire Local Nature Partnership⁵, the Councils support the Partnership's vision to double the area of rich wildlife habitats and natural greenspace within Cambridgeshire and Peterborough⁶.

⁴ Cambridge: <https://www.cambridge.gov.uk/biodiversity-emergency> South Cambridgeshire: <https://scambs.moderngov.co.uk/mgAi.aspx?ID=78136>

⁵ <https://naturalcambridgeshire.org.uk/>

⁶ <https://naturalcambridgeshire.org.uk/wp-content/uploads/2019/07/Doubling-Nature-LR.pdf>

The Partnership has prepared a Developing with Nature Toolkit⁷ to help developers and infrastructure providers to demonstrate their commitment to achieving a net biodiversity gain to the public, local authorities or shareholders.

We are also working as part of the Oxford-Cambridge Arc exploring investment across this wider area in the natural environment.

We are commissioning an evidence base study to inform how the new Local Plan can help achieve an enhanced and expanded Green Infrastructure network. This will consider how and where development is planned, and how it can help deliver new or improved wildlife areas and green spaces.

3.3.3 What are the key issues?

Improving the green space network

We need to consider how attractive, accessible and well-designed open space is created and protected. Key issues include:

- How we can improve and add to and connect the network of green spaces
- How our green spaces can create wellbeing through places to relax and socialise, and healthy lifestyles through places for play and sport.
- Balancing public access to nature, which is known to have health and well-being benefits, with the need for some natural habitats to be undisturbed and wild.
- Making green spaces multi-functional – absorbing and storing stormwater, improving biodiversity, and absorbing carbon emissions.
- How rural biodiversity is balanced with other demands on the countryside, such as agriculture
- How new development can directly deliver or contribute to the enhancement of green and natural spaces.

Question

13. How do you think we should improve the green space network?

Please add any comments and ideas

We would also like your views on sites that could be suitable for new green infrastructure. If you have ideas, please respond to question 5.

⁷ <https://naturalcambridgeshire.org.uk/wp-content/uploads/2018/10/nc-developing-with-nature-toolkit.pdf>

Achieving biodiversity net gains on future developments

For individual developments the Local Plan will need to require biodiversity net gains. We will need to consider how we guide developers to achieve this. For example:

- How the design of buildings themselves can support biodiversity, through the materials and features they include, such as green roofs
- How landscape design can encourage biodiversity while meeting other functional requirements, and being easy to maintain in the future
- How development supports wildlife in the face of climate change, through creating resilient new habitats
- How developments are phased and monitored to ensure that biodiversity net gain is achieved in practice and not just in theory.

Question

14. How do we achieve biodiversity net gain through new developments?

Please add any comments and ideas

Tree cover

Tree cover improves the character of settlements and helps to mitigate the rate of climate change through absorbing CO2 and decreasing the urban heat island effect. Cambridgeshire has a very low proportion of woodland, compared to the rest of England. The new Local Plan will need to consider how we can increase tree cover as part of new developments, and support the implementation of the [Cambridge Tree Strategy](#).

Question

15. Do you agree that we should aim to increase tree cover across the area?

- Yes, strongly agree
- Yes, somewhat agree
- Neither agree nor disagree
- No, somewhat disagree
- No, strongly disagree

Please add any comments and ideas

3.3 Wellbeing and Social Inclusion

Figure 13 Infographic –Wellbeing and Social Inclusion

Types of figures to include in infographic:

- 16-24 year olds who are not in education, employment or training, high in parts of Cambridge, creates a barrier to local people accessing jobs in the knowledge-intensive activities. The percentage of all young people in the UK who were NEET was 11.5% (ONS August 2019)
- Average life expectancy in Greater Cambridge is near national average, within Cambridge 82.4, in South Cambridgeshire 83.7 and the UK being 82.9 years, however this hides inequalities between the wards and parishes, with the more deprived areas having a lower figure (88.8 in Newnham, 80 in East Chesterton).
- Population of Greater Cambridge: 290,000 people (Cambridgeshire Insight)
- Population of Greater Cambridge is expected to increase by around 26% between 2011 and 2031 (Cambridgeshire Insight)
- Aging population - proportion of those aged over 65 significantly increasing, especially within South Cambridgeshire which was around 20% in 2011 and reaching around 30% by 2031 (Cambridgeshire Insight).
- People aged 24 and under, including students, make up around 37% of the City's population (Greater Cambridge Housing Strategy 2019-2023)
- Quality of life index: comparison with region and UK
- Index of multiple deprivation: South Cambs 13th, Cambridge 100th out of 327 English Local Authorities. Some deprived wards in Cambridge (1 ward include areas amongst 20% most deprived in UK) (MHCLG)
- Cambridge identified as most unequal City in UK (Centre for Cities 2018)
- 9.5% of households experience fuel poverty in Greater Cambridge (10.9% in England) (source: Fuel Poverty Statistics 2017 ONS)
- Two Air Quality Management Areas (A14 and Cambridge City Centre)

Greater Cambridge overall is a prosperous area, but it includes communities and individuals that do not experience the benefits of this wealth. Cambridge includes areas that are among the most deprived in the UK⁸, and within South Cambridgeshire there are specific issues facing some of those living in rural communities particularly those with limited access to services and transport.

⁸ As defined by the Index of Multiple Deprivation, a measure of income, employment, education, health, crime, housing, and environment.

The Local Plan can be a powerful tool to improve wellbeing and social inclusion. It can help direct where, and what kind, of jobs are created; the availability of suitable and affordable housing; access to services, cultural facilities, green spaces, learning opportunities and employment; as well as positively influencing individuals' health and lifestyle.

Promoting wellbeing and social inclusion will be affected by our response to all the other themes in this consultation, but in this theme we want to specifically explore how we ensure that growth in the area brings benefits to all.

Question

16. How should the Local Plan help us achieve 'good growth' that promotes wellbeing and social inclusion?

Please add any comments and ideas

3.3.1 What do we have to do?

Responding to national policy for climate change, green spaces, great places, housing, jobs and infrastructure set out in the other themes will promote wellbeing and social inclusion.

For health and wellbeing, national planning policy requires that Local Plans should aim to achieve healthy, inclusive and safe places. This includes:

- Creating places that promote social interaction between people who might not otherwise come into contact with each other
- Making sure places are safe and accessible so that the fear of crime does not undermine quality of life
- Supporting healthy lifestyles by provision of greenspaces and sports facilities, and opportunities to walk and cycle
- Meeting the variety of needs in our community.

Plans need to ensure development is right for its location, and consider impacts of the development itself, including for issues like air quality and noise. Plans should also consider how they can contribute to the achievement of wider objectives, such as in Air Quality Management Plans.

3.3.2 What are we already doing?

Our adopted 2018 Local Plans include policies seeking to create strong, sustainable, cohesive and inclusive mixed-use communities.

Cambridge City Council has an [Anti Poverty Strategy](#) which includes an action plan. This identified that while the Cambridge economy continues to thrive, there are high levels of income inequality in the city, with Cambridge identified as the most unequal city in the UK by the Centre for Cities. There are also lower levels of social mobility for young people from poorer backgrounds.

South Cambridgeshire District Council undertakes a range of activities aimed at tackling rural issues, South Cambridgeshire District Council employs an extensive grants program to support statutory services within the district, by funding organisations to deliver vital services including; rural car schemes, general and specialist advice, independent living, support for local parishes and communities, homelessness prevention and support for families in crisis or under extreme stress.

As part of the Greater Cambridge Partnership we are working with partners across education, training and business to deliver apprenticeships, and encouraging uptake of training opportunities. The Cambridgeshire and Peterborough Combined Authority is also supporting the development of skills.

Recently the new town of Northstowe became part of the NHS Healthy Towns Initiative. This considers how health, and the delivery of healthy communities, can be a key driver in the planning and design process for a new community. It has provided an opportunity to explore innovation and best practice. The principles it has explored include promoting inclusive communities, good access to health services, walkable neighbourhoods, high quality public transport and cycling links, and opportunities for physical activity.

We are commissioning evidence on jobs, green spaces, transport, cultural facilities and other topics that will support the plan's response to promoting wellbeing and social inclusion.

Cambridge City Council [Air Quality Action Plan 2018 – 2023](#) sets out Cambridge City Council's priority actions for improving areas of poor air quality in the city and maintaining a good level of air quality in a growing city. South Cambridgeshire District Council also has an Air Quality Action Plan and publishes [annual status reports](#).

3.3.3 What are the key issues?

Involving communities in planning for their future

Making places inclusive is much easier if we involve our diverse communities in planning them in the first place. This makes developments more functional, accessible and safe, and ensures that communities feel a sense of ownership, and pride in their local area.

Involving community members and stakeholders needs to happen from the early stages right through to how completed developments are managed. This allows social value to be generated from all parts of the planning and development process:

from the big ideas, such as the kind of public spaces that should come with development, to the detail, such as the use of local suppliers and job creation through the construction process.

The Local Plan can help to encourage more community involvement in the development process through considering:

- How masterplans for new communities and major developments are prepared
- How communities can be involved in key decisions about developments in their local area, for example the location and type of public open space or new facilities.
- How design proposals should respond to local community views about the character of their built environment.

Question

17. How do you think our plan could help enable communities to shape new development proposals?

Please add any comments and ideas

Creating safe and inclusive communities

Promoting social inclusion is not just a matter for the Local Plan, but planning is a powerful tool which can help in a number of ways. The Local Plan needs to help to create the homes and jobs people need, and to help people access local services and a broad range of amenities including sports, social and education facilities. We need to consider how planning policy can:

- Helping to provide new homes for all parts of the community – including a range of affordable housing choices and different types of housing to suit specialist housing needs
- Ensure that new homes are cost efficient to maintain – for example through energy efficiency measures.
- Encourage the development of a wide range of jobs, which provide different options for work to suit the varied needs of our residents, so that all benefit from access to jobs. This is covered further in our ‘Jobs’ theme.
- Support delivery and access to new and affordable low-carbon transport infrastructure.
- Seek funding from developers of larger new developments to carry out community development work
- Ensure that mixed communities are developed and meet the needs of diverse groups when siting, design and layout of new development is carried out, and that conflicting requirements are fairly balanced.
- Create well-used and active public places which help to foster a sense of community and reduce crime.

- Ensure that services and infrastructure are developed alongside new housing and jobs, as well as protecting existing facilities that are important to local people such as pubs, community buildings, sports and leisure facilities.
- There is also a role for the Local Plan in supporting arts and culture.

We will also consider how developers can support employment, skills development, apprenticeships, and other education and training opportunities in both during construction and on completion of a development, to make a direct contribution to the local community.

Question

18. How do you think we can make sure that we achieve socially inclusive communities when planning new development?

Please add any comments and ideas

Encouraging healthy lifestyles

There is a lot of evidence that the design and planning of places has a big influence on our health, through encouraging and making it easy to live healthy lifestyles. We need to reduce pressure on our health services by preventing health issues from occurring or worsening, whilst ensuring that support, services and facilities are available at the right time for the community. We need to consider:

- How to enable people to live healthy and long lives in their own homes, and to access the right kind of housing for their needs
- How planning and development can encourage walking, cycling and exercise as part of daily life
- Tackling loneliness and mental health issues through creating places that offer natural sociability, interaction and access to nature
- Ensuring a range of shops and services, and facilities like allotments, that ensure communities can access healthy and affordable food.

Question

19. How do you think new developments should support healthy lifestyles?

Please add any comments and ideas

Air quality

Our next plan will need to respond to constraints and opportunities that exist in the area. Parts of Greater Cambridge suffer from poor air quality. The Local Plan has a role to play in implementing air quality action plans, by considering where growth

should be located, opportunity to travel by walking, cycling and public transport, and availability of infrastructure to support electric vehicles.

Question

20. How do you think we should achieve improvements in air quality?

Please add any comments and ideas

3.4 Great Places

Figure 14 Infographic – Great Places

Types of figures to include in infographic:

- Number of listed buildings and conservation areas: Greater Cambridge Listed Buildings = 2578, Conservation Areas = 89 (LB – EH Jan 2019) (Conservation Areas, SCDC and Cambridge Adopted Local Plan at Sept & Oct 2018 Layer).
- Award winning developments (Accordia, Marmalade Lane, Eddington & Great Kneighton): number of RIBA Awards
- Greater Cambridge Shared Planning Service Design Review Panels have carried out 241 design reviews since April 2014.

Cambridge is an iconic historic centre of national significance. It is surrounded by a rural area with a unique landscape character, from the Greensand Ridge to the Fens. It contains over 100 villages which are treasured for their architectural heritage and distinctive qualities, making them very desirable places to live and to visit.

There has been considerable growth in Greater Cambridge over recent years, and we have a track record as a place where contemporary design and the historic environment co-exist in harmony. The aim has always been to achieve high quality developments, and there have been many award-winning projects.

In planning for future new development, we need to consider how the next plan will protect and respond to the landscapes and townscapes that make our area special. We must not just protect the best places created by past generations – we should be creating outstanding new buildings and landscapes that will become the treasured heritage of future generations.

Question

21. How should the Local Plan protect our heritage and ensure new development is well-designed?

Please add any comments and ideas

3.4.1 What do we have to do?

National planning policy states that good design is a key aspect of sustainable development, creates better places in which to live and work, and creates more support for development among communities. Plans should set out a clear design vision and expectations of developers, including place-specific design guidance and design codes where appropriate. The plan will also need to respond to the new [National Design Guide](#).

Local Plans should contribute to and enhance the natural and local environment. This includes protecting and enhancing landscape and townscape, and the historic environment such as listed buildings and conservation areas.

3.4.2 What are we already doing?

The adopted 2018 Local Plans include policies seeking to secure good design through new developments, and these are supplemented by detailed design guidance, including joint guidance regarding sustainable design and construction, and an ongoing programme of conservation area appraisals.

The [Cambridgeshire Quality Charter for Growth](#), developed by Cambridgeshire local authorities and partners, sets out key principles to improve the quality of new developments under the four broad themes of community, connectivity, climate and character. This has been reviewed by the Combined Authority in July 2019, with an additional fifth topic of cohesion, addressing measures to help create socially inclusive communities.

Cambridge City Council is also developing a [Making Space for People supplementary planning document](#) for central Cambridge. This will be used to prioritise the delivery of improvements to key public spaces. South Cambridgeshire District Council is working with communities to develop individual [Village Design Statements](#).

3.4.3 What are the key issues?

Protecting the best of what already exists

In planning for the future it will be important to protect what is best about the landscape and townscape of Greater Cambridge, including the many important historic buildings, conservation areas, and historic landscapes. We will need to consider:

- How to balance heritage protection with the demands of growth
- How to ensure that our historic buildings have viable uses, so they can be maintained and safeguarded
- How to balance public access to heritage with protecting sensitive sites from harm
- How to sustain our historic landscapes while increasing biodiversity and adapting to climate change.
- How we can help historic buildings adapt to climate change whilst maintaining their heritage value
- Ensuring local distinctiveness

Question

22. How do you think we should protect, enhance and adapt our historic buildings and landscapes?

Please add any comments and ideas

Creating beautiful new buildings and places

We must not just protect the best places created by past generations – we should be creating outstanding new buildings and landscapes that will become the treasured heritage of future generations. ‘Place-making’ – creating and sustaining a positive and distinctive character in an area – is also important to our economic success, and this was identified by the Cambridge and Peterborough Independent Economic Review (CPIER). Some of the key issues we need to consider include:

- How successful our existing design policies have been in ‘place-making’ and ensuring quality
- How to design and enhance public space
- Continuing to benefit from the clear approach to design principles provided by the Cambridgeshire Quality Charter
- How both the ‘special’ landmark buildings, and more everyday structures such as homes, shops, business units and infrastructure, can contribute to a positive sense of place and local identity through their design.
- How designing for climate change mitigation and adaptation can be an opportunity to create distinctive and characterful developments.

Question

23. How do you think we could ensure that new development is as well designed as possible?

Please add any comments and ideas

3.5 Jobs

Figure 15 Infographic – Jobs

Types of figures to include in infographic:

- A globally significant hi-tech economy that provides around 19% of employment in Cambridge. 1,500 technology-based firms in the area, which have combined annual revenue of over £13 billion (GCP website)
- Of all Business Enterprises in Cambridge around 10% are small, a total of 515 enterprises, and around 17% of all Local Units are small (NOMIS UK Business Counts 2019)
- Number of patents per 100,000 people in Cambridge, 341, the highest in the UK (CPIER)
- 14,000 active businesses in Greater Cambridge (Cambridge Insight)
- Overall employment rate (aged 16-64): Low unemployment 2.9% in Cambridge, 2.2 % in South Cambs (compared to 4.1% nationally) (Nomis)
- Income and employment: disparities between wards in the north and east of the city and rest of Greater Cambridge (Kings Hedges 4.8% unemployed in 2011) (Cambridge Insight)
- Population aged 19-59/64 qualified to at least level 2 or higher (83.2% Cambridge, 84.8% South Cambs, compared to 74.9% nationally): well qualified population (Nomis). However, parts of three wards Cambridge amongst 20% most educationally deprived in England (Cambridge Insight).
- Cambridge Tourism Economy: £835m accounting for 22% of employment in Cambridge; in 2017, 8m people visited Cambridge (30% visiting friends and family locally), only 12% explore beyond Cambridge (Gateway to the East report by Visit Cambridge, November 2018)

The success of the Greater Cambridge economy is of national importance. Greater Cambridge has grown as a centre for high technology employment since the 1970s, and is seen as a world leader in innovation, much of it as a result of ideas coming out of the University of Cambridge and new companies starting up and expanding.

However, our local economy is not just about technology. Other types of industry and agriculture also play an important role and ensure a variety of jobs for local people. Greater Cambridge is also a thriving education, retail, leisure and tourist destination, which all provide jobs. It is important that the city centre continues to provide a wide range of uses including shopping, leisure, entertainment, museums, university faculty buildings and colleges, offices and housing. There are also district and local centres in the city, and village centres at a range of scales, which meet more local needs, as well as providing valuable and varied employment. New town centres are also being developed at Northstowe, and soon at the new town north of Waterbeach.

The Councils have committed to a goal of doubling the total economic output of the Cambridgeshire and Peterborough area over 25 years (measured as Gross Value Added – GVA – which here is about the measure of the value of goods and services produced in the area). This vision formed part of the devolution deal with government

that created the Cambridgeshire and Peterborough Combined Authority. It has implications for future jobs and homes growth in our area.

The 2018 [Cambridgeshire and Peterborough Independent Economic Review](#) (CPIER) identified that our recent employment growth has been faster than anticipated. It considered future scenarios regarding continuation of that growth, including those that achieve the target to double GVA over 25 years.

The next Local Plan needs to identify the number of jobs that should be planned for, so that we can find appropriate sites for business growth. It will also be important to consider how the plan provides flexibility so that if this ambitious economic growth is achieved, it is accompanied by the homes and infrastructure to support it. This will be informed by the new research that we have commissioned. For more detail on what this may mean for housing growth, see the Homes Theme.

Question

24. How important do you think continuing economic growth is for the next Local Plan?

Very Important

Somewhat agree

Neither agree nor disagree

Somewhat unimportant

Not at all important

Please add any comments and ideas

3.5.1 What do we have to do?

National planning policy places significant weight on the need to support economic growth and productivity, taking into account both local business needs and opportunities for development that arise from outside the area.

Our Local Plan needs to provide a clear economic vision and strategy which positively and proactively encourages sustainable economic growth. This includes identifying sites to meet economic growth needs.

Plans should also support the continued vitality and viability of town centres, as well as supporting a prosperous rural economy.

3.5.2 What are we already doing?

The 2018 [Cambridgeshire and Peterborough Independent Economic Review](#) (CPIER) provided an important baseline of evidence about our local economy.

The Councils have commissioned their own research into jobs growth to inform the draft Local Plan, drawing on evidence highlighted by the CPIER of recent fast employment growth. The study will also explore the supply and demand for employment land of different types.

Building on the CPIER, the Government and the Cambridgeshire and Peterborough Combined Authority recently published the [Cambridgeshire and Peterborough Local Industrial Strategy](#). It aims to improve the long-term capacity for growth in Greater Cambridge by supporting the foundations of productivity, increasing sustainability, broadening the base of local economic growth including in the north of Cambridgeshire, and building on the clusters and networks that have enabled Cambridge to become a global leader in innovative growth.

The Councils, together with the Greater Cambridge Partnership and Combined Authority, are preparing an Economic Development Action Plan to deliver the priorities set out in the Local Industrial Strategy, as well the Councils' own more local economic ambitions.

The adopted 2018 Local Plans have sought to support the continued success of the economy of the Greater Cambridge area. Through the allocation of sites and granting of planning permission there is a large supply (135 hectares) of employment land that continues to be developed. This includes developments in the centre of Cambridge around the Station, and on the edges of Cambridge at the Cambridge Biomedical Campus and West Cambridge. There is also further capacity at a range of sites outside Cambridge, including Babraham Research Campus and Granta Park. New settlements like Northstowe will also include opportunities for employment growth.

Through the North East Cambridge Area Action Plan we are exploring the potential for further development at Cambridge Science Park and the area around the new Cambridge North Station to create an Innovation District, which will include homes, jobs, services and facilities. We consulted on options for this area in early 2019 and will be consulting on a draft plan in early 2020.

Beyond the identified growth sites, our adopted 2018 Local Plans support continued employment growth in appropriate locations. They also seek to protect important employment spaces from competing uses, including industrial land in Cambridge, and employment sites in villages.

3.5.3 What are the key issues?

Space for businesses to grow

The Local Plan needs to ensure that there is sufficient land for business uses, in the right places and to suit different business types and specific business clusters. Greater Cambridge firms come in a range of sizes, from start-ups with a few individuals to major firms with hundreds of employees, and the area needs to have the right range of premises to support these varied business needs. Alongside this, more and more people are working flexibly, and do not need to travel to a specific place of work on a daily basis. We need to consider:

- Demand for 'start-up', incubator and grow-on space as a feature of Greater Cambridge's economy is a high rate of 'business 'churn', with large numbers of firms starting up each year.
- The increasing popularity of flexible workspace and co-working hubs, providing shared facilities.
- Providing for a wide range of employment opportunities
- How new business space can adapt to fast-changing working practices which will continue to evolve over time
- Demand for specialist space, such as laboratories

Question

25. What kind of business and industrial space do you think is most needed in the area?

Please add your comments and feedback

Protecting existing employment land

The protection of existing business space is also a concern of local residents. Industry, such as manufacturing, is an important part of the local economy but there is pressure from competing higher value land uses, particularly in Cambridge. We will need to consider:

- The future need for employment space, including for industry
 - How effective our current policies have been, in protecting employment land, in particular industrial land in Cambridge, and employment land in villages from being redeveloped for other uses where not allocated for other uses in the plan
- Which key existing sites should be specifically safeguarded.

Question

26. Do you think we should be protecting existing business and industrial space?

Please add your comments and feedback

Creating a range of jobs

Whilst we are proud of the success of Cambridge's high technology businesses, there are parts of Greater Cambridge where people do not perceive the opportunities as being for them. This includes areas adjoining some of our most successful business parks. Supporting different kinds of business, which create a varied range of jobs, is important so that everyone can benefit from economic growth. Through the preparation of the next Local Plan we will explore how we can:

- Support a range of businesses to be successful in this area, providing a range of job types and at a range of different skills levels
- Ensure that there is sufficient appropriate business space for the supply chain of other firms which support the high technology sector

Question

27. How should we balance supporting our knowledge-intensive sectors, with creating a wide range of different jobs? What kind of jobs would you like to see created in the area?

Please add any comments and ideas

Where jobs are created

A feature of the Greater Cambridge economy is the range of businesses located at South Cambridgeshire villages, in both small premises and business parks or industrial estates. These complement the businesses based in or on the edge of Cambridge, or the large business parks in South Cambridgeshire. We will need to consider:

- Where new business space should be sited, in relation to public transport and residential areas, given that we have a highly mobile workforce who tend to move jobs much more frequently than they move house.
- How we ensure that our new settlements are attractive to major employers
- Whether and how we should plan for new business space, or flexible co-working space, in neighbourhoods or villages, thereby reducing the need to travel, and supporting our net zero carbon aspirations.

Question

28. In providing for a range of employment space, are there particular locations we should be focusing on? Are there specific locations important for different types of business or industry?

Please add any comments and ideas

How our city, town and village centres evolve and adapt

Cambridge city centre, as well as district, local and village centres, provide important services and a large amount of retail space.

Retail is changing with the growth of internet shopping, and centres need to adapt if they are to remain vibrant destinations. The Local Plan will need to consider:

- How our town centres adapt to the change in retail and the growth of online shopping
- What other uses, such as leisure, culture, workspace or homes, should be encouraged in our centres
- If and where shops should continue to be protected from competing uses unless it is shown to be no longer viable.
- How to improve the public realm in centres to allow a variety of local activities.
- Ensuring well located, suitable local services and facilities available to meet the day-to-day needs of residents and visitors. These already make an important contribution to the vibrant and diverse character of Cambridge and its charm as a place to inhabit and visit. It is therefore essential that these facilities are given careful consideration with regard to any related development proposals that may affect their provision. Similarly, it is important that residents of new urban extensions/towns and other rural villages/centres also have access to local services and facilities to meet their day-to-day needs.

Question

29. How flexible should we be about the uses we allow in our city, town, district, local and village centres?

- Very flexible
- Flexible
- Neither flexible nor inflexible
- Inflexible
- Very inflexible

Please add any comments and ideas

Managing the visitor economy

Cambridge is a major tourism location, which brings both opportunities and challenges. In recent years, several new hotels have been built in the area with more proposed in the centre of Cambridge. These developments will support the continued vitality of the city centre, encourage place making investment and local job creation. However, it is important that Greater Cambridge is able to secure and spread the economic benefits of the tourist sector in a sustainable manner.

The Local Plan will need to consider:

- Where new visitor accommodation should be allowed, not just in the city centre but in urban and rural locations, including the approach in residential areas. Also consider the impact of different forms of accommodation like Airbnb.
- How we support business diversification while also recognising potential impacts on residents and other businesses as well as the historic environment.

Question

30. What approach should the next plan take to supporting or managing tourism in Cambridge and the rural area?

Please add any comments and ideas

3.6 Homes

Figure 16 Infographic – Homes

Types of figures to include in infographic:

- Number of Homes in Greater Cambridge: 124,930 (Cambridgeshire Insight 2019)
- Average house prices (£541,514 Cambridge, £441,539 South Cambs) with the average UK house price at £234,853 (Greater Cambridge Housing Strategy 2019-2023) (Land registry House Price Index August 2019)
- Lower quartile price to income ratio 14.3 (for Cambridge City) 10.8 (for South Cambridgeshire) with 7.29 for England as a whole (Greater Cambridge Housing Strategy 2019-2023) (ONS March 2019)
- Median monthly cost to rent a 2-bed house £1190 Cambridge, £893 South Cambs (Greater Cambridge Housing Strategy 2019-2023) with the Median rent for a 2-bed house in England is £675 (VSO March 2019)

Housing is one of the most important issues in planning. The next Local Plan will need to identify the number of new homes we should be planning for over the plan timeframe both to meet the needs of our communities and the growing economy, including what types of housing we need and where they should be built.

The costs of buying or renting a home and the shortage of homes available for those on low to middle incomes are a real issue for many of those living and wanting to live in Greater Cambridge. Not planning for enough homes could harm our local economy, and have implications for climate change as people travel further to access jobs. As we live longer, having suitable properties for us to downsize into without leaving our communities is an important issue, which would also free up family housing. The Local Plan has an important role to play to help ensure we are planning for the right homes in the right places that people need and can afford so that everyone has the opportunity to live settled, healthy lives. It will also be important to consider what we can do to help support the development industry to deliver houses more quickly to meet our needs.

Question

31. How should the Local Plan help to meet our needs for the amount and types of new homes?

Please add any comments and ideas

3.6.1 What do we have to do?

The next Local Plan will need to identify the number of new homes we should be planning for, and where they should be built. It will also need to identify the size, type and tenure of housing needed for different groups in the community, and plan for how those needs can be met.

Our adopted 2018 Local Plans include a commitment to an early review of those plans to update the assessment of housing needs, consider progress of delivering planned developments including new settlements, and consider the needs of caravan dwellers and government changes to the approach to planning for Gypsies and Travellers.

Updates to national planning policy have introduced a new way of calculating the minimum number of homes needed, referred to as the standard method. The method takes account of population growth and affordability issues. National guidance acknowledges that the standard method does not account for changing economic circumstances or other factors, and says that higher figures can be considered.

To promote the development of a good mix of sites and to help speed up delivery, national planning policy requires the Local Plan to accommodate at least 10% of the new homes required, on small sites no larger than one hectare. We will need to identify land to meet this requirement.

Another recent change is that national planning policy requires that Local Plans should also set out a housing requirement for designated neighbourhood areas to plan for, when they are preparing their Neighbourhood Plans. This figure would need to reflect the overall strategy for the pattern and scale of development in the next Local Plan.

3.6.2 What are we already doing?

The adopted 2018 Local Plans identify land to meet the target of 33,500 homes between 2011 and 2031 (1,675 per year).

We currently estimate that 36,400 homes will be built between 2017 and 2040 on sites that already have permission or are allocated in the adopted 2018 Local Plans. A further 9,660 homes on these sites may be built after 2040 but there are no policy constraints on them being built earlier if developers wish to do so.

We have therefore already planned for a number of sites which will contribute to meeting future housing need for the next Local Plan. Many of these are major sites on the edge of Cambridge like Darwin Green and North West Cambridge, and at new settlements like Northstowe, and the new town north of Waterbeach.

The Councils have also adopted a joint Housing Strategy ([Homes for our future Greater Cambridge Housing Strategy 2019 – 2023](#)). This sets the context as to how both Councils aim to meet the housing challenges facing the area, setting out key priorities for action.

3.6.3 What are the key issues?

The need for new homes

The next Local Plan will need to establish the number of homes required in the area. Updates to national planning policy have introduced a new way of calculating the number of homes needed to meet the needs in an area, referred to as the standard method. The method takes account of population growth and affordability issues. We need to plan for at least this minimum figure in the Local Plan.

The standard method of calculating housing requirements set out in national guidance does not attempt to predict changing economic circumstances or other factors, and says that there will be circumstances where it is appropriate to consider making provision for more homes than the standard method minimum. The Jobs theme identifies the potential for significant jobs growth in Greater Cambridge and as part of the Councils' ambition to support the continued growing economy it may be appropriate for the plan to make provision for more homes than the local need identified in the standard method.

Our current calculations using the Government's 'standard method' indicate a minimum need for 1,779 homes per year, or 40,917 homes for the 23-year period of 2017-2040 for Greater Cambridge – but these numbers will be updated as further data becomes available. If we fail to meet the targets set by the 'standard method', planning applications may have to be approved on sites that are not allocated for housing in the Local Plan.

However, the Councils signed up to the Cambridgeshire and Peterborough devolution deal when the Combined Authority was created, which includes the vision of doubling the total economic output of the area over 25 years (measured as Gross Value Added – GVA – which is the measure of the value of goods and services produced in an area, industry or sector of an economy). This vision has implications for future jobs and homes growth in our area.

As set out in the Jobs theme, the [Cambridgeshire and Peterborough Independent Economic Review](#) (CPIER) showed that recent jobs growth in the Greater Cambridge economy has been faster than anticipated, and that growth is likely to continue. As a result, demand for new housing in this area has been exceptionally high and housebuilding has not kept up.

Whilst there is much more work to do on this, a rough indicative calculation based on CPIER suggests that if the jobs growth is achieved Greater Cambridge would need to build around 2,900 homes a year over the suggested plan period of 2017-2040 – an indicative total of 66,700 homes, in order to support continued economic growth. This compares with the current annual figure in the adopted 2018 Local Plans of 1,675 homes per year, and 1,779 homes per year to meet local needs using the Government's standard method.

With the 36,400 homes already in the pipeline to be built between 2017 and 2040, if the indicative calculation above is correct, there may be a case for making additional provision beyond the local housing need derived from the standard method, described above. Making the additional provision that would provide flexibility to support the potential economic growth would suggest identifying sites for around an additional 30,000 homes. This is subject to the further research we are commissioning and a decision on the jobs growth to be planned for. As a comparison, the number of homes planned on the Cambridge Southern Fringe developments is around 4,000, and the new town at Northstowe will be 10,000, Orchard Park in the north of Cambridge is around 1000 homes. Our current forecasts do not include North East Cambridge, for which an Area Action Plan is being prepared, or Cambridge Airport, which is safeguarded land for development in the adopted 2018 Local Plans, and both of these have the potential to deliver a significant number of new homes.

Figure 17 Housing Needs - a Summary

To be completed – a graphic to Summarise the Housing Numbers

Question

32. Do you think we should provide for a higher number of homes than the minimum required by government, to provide flexibility to support the growing economy?

Yes, strongly agree

Yes, somewhat agree

Neither agree nor disagree

No, somewhat disagree

Not at all important

Please add any comments and ideas

Affordable homes

Greater Cambridge is an expensive place to buy or rent a home. High prices are fuelled by high demand, which itself is fuelled by the strength of the local economy which attracts highly skilled workers. Whilst the Councils can and do build new council homes, most new affordable homes currently come from private developments. The Local Plan must:

- Continue to ensure that new developments include appropriate and viable levels of affordable housing.

- Plan for a balance of tenure types - affordable rented, shared ownership and community-led housing

Diverse housing for diverse communities

We need to provide market and affordable homes that meet the varied needs of our communities, from students to older people, and ensure that those who need specialist housing, or are vulnerable, can find a home that is right for them.

- With people living longer, we need more homes that are flexible in terms of their accessibility and adaptability as we age, as well as specialist housing for older people. Providing suitable homes in the right locations for those looking to downsize will also enable family homes to be freed up, making best use of the housing that exists already.
- We must plan for the needs of people with disabilities as well as specialist housing, through setting the right standards of provision.
- We must consider whether Cambridge will need more student accommodation, so that students do not increase the demand for local housing.
- Cambridge's Housing in Multiple Occupation (HMOs) play an important role, providing a range of more affordable shared accommodation. However, using homes in this way can reduce the number of family homes available, and can have a negative impact on the character of an area and contribute to local parking problems if there is an overconcentration. We will need to consider how the Local Plan can address the need for shared accommodation, through planning for specifically designed shared accommodation as part of inclusive communities.
- Custom and self-build housing is housing built or commissioned by individuals (or groups of individuals) for their own use. This can help local residents develop their own lower cost market housing, support the local economy by providing work for local builders and tradesmen, increase the diversity of housing supply and facilitate innovative housing design.
- We will need to consider the demand for self-build and custom build housing from the Councils' registers and how the local plan can help deliver sites for self-build.
- Explore other models such as community led development including cooperative housing,
- Not everyone wants to own their own home. We need to consider how 'Build to Rent' homes should form part of our housing mix. Homes in such developments are typically 100% rented, and are professionally managed by a single management company. They will usually offer longer tenancy agreements of three years or more, so they can offer a better quality and more stable alternative to other privately rented housing.
- South Cambridgeshire is also exploring whether businesses should be helped to provide homes for their workers and whether there are specific

requirements to provide essential local worker accommodation as part of the overall mix of housing.

Question

33. What kind of housing do you think we should provide?

Please add your comments and feedback

The needs of Gypsies and Travellers and caravan dwellers

Greater Cambridge has a large Gypsy and Traveller community. Under the Housing & Planning Act 2016, local authorities have a duty to assess the housing needs of both those residing in caravans and on inland waterways where houseboats can be moored.

A key priority for South Cambridgeshire District Council is to identify new sites to accommodate those that wish to live in a caravan. Although a recent assessment did not identify any need for Gypsy & Traveller sites for those meeting the planning definition (in essence those who have a nomadic habit of life), it did show a need to provide sites for those residing in caravans who no longer travel, as well as pitches to accommodate Travelling Showpeople. We will be reviewing our evidence to inform the next local plan.

In terms of houseboat dwellers, there is currently space for around seventy residential boats plus some additional space for visitors, on the river Cam. The adopted 2018 Local Plans identify a site to the north of the City that has been allocated for off-river residential moorings.

Question

34. How should we meet the need for additional Gypsy, Traveller and caravan sites?

Please add your comments and feedback

Housing quality

We need to create high quality homes which are safe, secure and long-lasting. In the adopted 2018 Local Plans the Councils applied the National Space Standards, which set minimum room sizes to ensure homes are fit for purpose. For the new Local Plan we need to consider:

- Whether the minimum space standards in national regulations remain appropriate

- Whether we should have specific standards for energy efficiency, accessibility and adaptability, to reflect our local needs and how this might affect affordability
- How housing design impacts on health and wellbeing – this is covered further in the Wellbeing and Social Inclusion theme
- How housing design responds to the increasing trend for working from home, and other changing lifestyle demands
- How new homes should be constructed to reduce water and energy use, and adapt to our changing climate. This is covered in more detail in the Climate Change theme.

Question

35. How should we ensure a high standard of housing is built in our area?

Please add any comments and ideas

3.7 Infrastructure

Figure 18 Infographic – Infrastructure

Types of figures to include in infographic:

- Around 206,000 vehicles travel in and out of Cambridge every day, with 50,000 workers travelling in alone (Cambridge Clean Air Zone feasibility study).
- Around 50% of vehicle trips in the City are within Cambridge and only 10% are through trips.
- On the average day recorded an ANPR survey in 2017, 35% of vehicles in Cambridge were petrol, 47% diesel and <1% electric/hybrid.
- 32% of Journeys to work in Cambridge made by Bike (LTP). South Cambridgeshire has more journeys to work undertaken by cycle than in any other rural district in the country (7.6%) census)
- Of people who work in Cambridge, 40% live in Cambridge, 28% live in South Cambs (census)
- In South Cambridgeshire only 22% of residents are within 30 minutes of walking or public transport access of a town centre (Draft LTP)
- Greater Cambridge Partnership has committed to achieving a 24% reduction in traffic by 2031 in Cambridge
- 9 new schools have been delivered in Greater Cambridge in last 10 years, and 5 new schools currently planned, with a possible additional 5 dependent on need (Cambridgeshire Research Group 2019)

New growth needs new infrastructure, and the next Local Plan needs to show how planned housing and jobs will be accompanied by the services and facilities to support them sustainably.

Growth creates challenges and opportunities for transport. We need to reduce the number of cars on the road and support more sustainable transport if we are to achieve the net zero carbon challenge. There are already significant new transport improvements being brought forward by the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership, alongside nationally-led schemes like East West Rail. We will need to consider the opportunities these provide as we are preparing the next Local Plan.

Infrastructure to support new jobs and homes also includes schools and health facilities, and also utilities networks like water and power, and telecommunications such as broadband. Whilst the Councils are not directly responsible for these, it is a really important part of delivering sustainable development to ensure they are available to meet the needs generated by developments.

Infrastructure timing is important. Our early workshops have told us that having infrastructure available when it is needed to serve new developments is a key community concern. We also need to consider opportunities for growth to improve existing areas, and provide access to new services and facilities for existing residents.

Question

36. How should the Local Plan ensure the right infrastructure is provided and developed in line with growth?

Please add any comments and ideas

3.7.1 What do we have to do?

Growth and development in the area places demands on services and infrastructure. National planning policy requires that Local Plans make sufficient provision for infrastructure within developments, particularly on large sites, or funding for provision off-site, including contributions from developers. This includes the infrastructure required for transport, and measures to support sustainable forms of travel like cycling, walking and public transport, as well as other services such as schools and health care facilities and utilities essential to support growth, including electricity, water supply and sewerage.

Critically, national policy requires Local Plans to show that they are deliverable, which for infrastructure means identifying what infrastructure is needed, when it is needed by, how much it will cost, and how that cost will be met.

3.7.2 What are we already doing?

Transport was a big influence on the adopted 2018 Local Plans. The shared development strategy focused growth in areas where transport by sustainable modes such as walking, cycling and public transport was available or could be achieved.

The Greater Cambridge Partnership is developing a number of transport schemes designed to improve sustainable travel in the area, though supporting walking, cycling and public transport. This includes links between Cambridge and the new settlements at Cambourne, Bourn Airfield and north of Waterbeach. Funding of up to £500million has been secured through the City Deal, which will be combined with other sources of funding, including from developers.

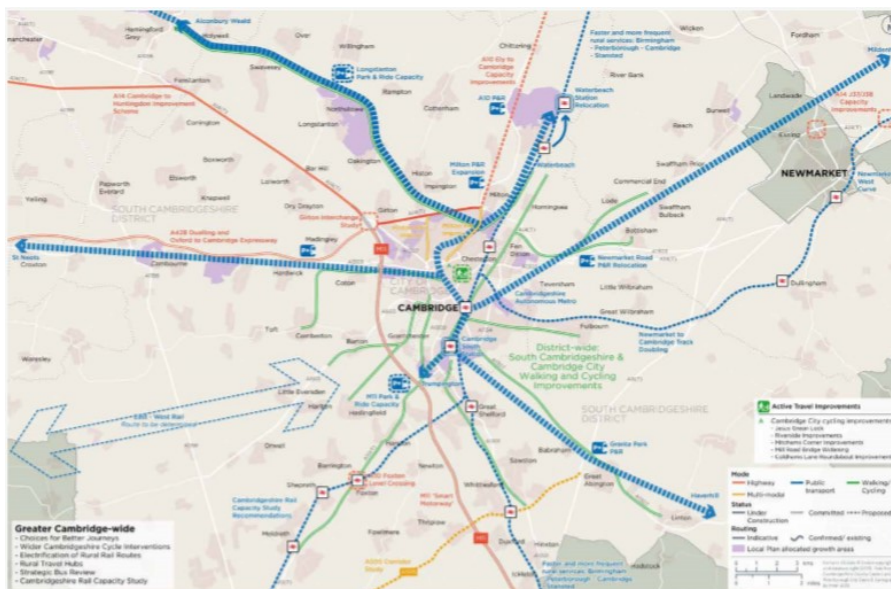
As the Local Transport Authority, the Cambridgeshire and Peterborough Combined Authority have just finished consulting on a [draft Local Transport Plan](#). The plan has objectives to achieve a 'world-class transport network' which meets the needs of residents, businesses, and visitors and deliver sustainable growth.

The Combined Authority is developing plans for a Cambridgeshire Autonomous Metro (CAM). This would build on the work of the Greater Cambridge Partnership by

linking destinations in Cambridge, such as the Cambridge Biomedical Campus, City Centre and North East Cambridge, to each other and key corridors out from the city, including to St Ives, Cambourne, Waterbeach, Trumpington, Haverhill and Mildenhall.

Major improvements are also planned to the rail network, including a new station in the south of Cambridge near to Addenbrookes. Government-led plans for a new rail line linking Oxford to Cambridge⁹ include a station at either Bassingbourn or Cambourne. The choice of route, expected soon, could significantly influence future growth patterns in Greater Cambridge; while the rail line itself will have major environmental implications for South Cambridgeshire’s communities; in particular the Council is lobbying the East West Rail Company for the project to achieve biodiversity and wider environmental net gain. The Councils are also involved in a project to improve rail services between Cambridge and the east.

Figure 19 Map of Planned Major Transport Projects in Greater Cambridge (source: Draft Local Transport Plan 2019)



3.7.3 What are the key issues?

Reducing the need to travel and increasing access to sustainable transport options

The Local Plan will need to consider how new development encourages a shift towards decreasing car use and increased use of sustainable transport. The way we

⁹ <https://eastwestrail.co.uk/the-project>

move around is likely to change significantly over the plan period and our communities will need to be able to adapt to this.

This will involve:

- Considering opportunities provided by existing or planned transport improvements (such as public transport stops) when determining where future growth should take place.
- Assessing how potential development sites could provide new opportunities for transport infrastructure improvements.
- Designing new development so that active ways of getting around like walking and cycling are supported, and there are real public transport alternatives to using the car.
- How we can make the delivery of packages and goods more sustainable, such as by supporting the development of local delivery hubs.
- Making the most of the opportunities provided by new technology. The Greater Cambridge Partnership and the Cambridgeshire and Peterborough Combined Authority are investing in a '[Smart Cambridge](#)' programme. This is exploring how data, emerging technology and digital connectivity can be used to transform the way people live, work and travel in the Greater Cambridge area and beyond.

Question

37. How should we encourage a shift away from car use and towards more sustainable modes of transport such as public transport, cycling and walking?

Please add any comments and ideas

Securing new infrastructure to accompany new homes and jobs

The next Local Plan will be supported by an infrastructure plan which will need to consider issues including:

- What upgrades are needed to our electricity infrastructure - Work carried out to assess electricity grid capacity for Greater Cambridge has highlighted the need to treble capacity to support the current growth agenda and electrification of transport. Further reinforcement will also be required to achieve the net zero carbon challenge. We need to consider ways in which the planning system can help support both traditional grid reinforcement as well as the development of smart energy grids
- How our water and wastewater infrastructure is developed to meet the needs of new development, and to increase efficiency so we are resilient to our changing climate.
- Service needs, such as whether any new schools are needed.

- How our digital infrastructure will develop to meet demand. The [Connecting Cambridgeshire](#) programme is improving the county's digital infrastructure: superfast broadband rollout has already reached over 97% of homes and businesses, and is aiming for over 99% coverage countywide in the next two years. Programmes are now being extended to include full fibre networks and improve mobile coverage. Our Local Plan will need to consider how new development can benefit from this infrastructure.

Identifying land for minerals and waste, including recycling centres, is identified in a separate Minerals & Waste Plan produced by Cambridgeshire County Council. Linked to this, the Councils are partners to the RECAP Waste Management Design Guide¹⁰ which sets out how new development should be designed to support effective waste management.

Question

38. What do you think the priorities are for new infrastructure?

Please add any comments and ideas

¹⁰ <https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/recap-waste-management-design-guide/>

4. Where to build?

As well as planning for the right amount of growth, it is important to make sure the Local Plan provides the right strategy for where this growth should happen that will bring environmental, economic and social benefits.

4.1 Our current approach to locating development

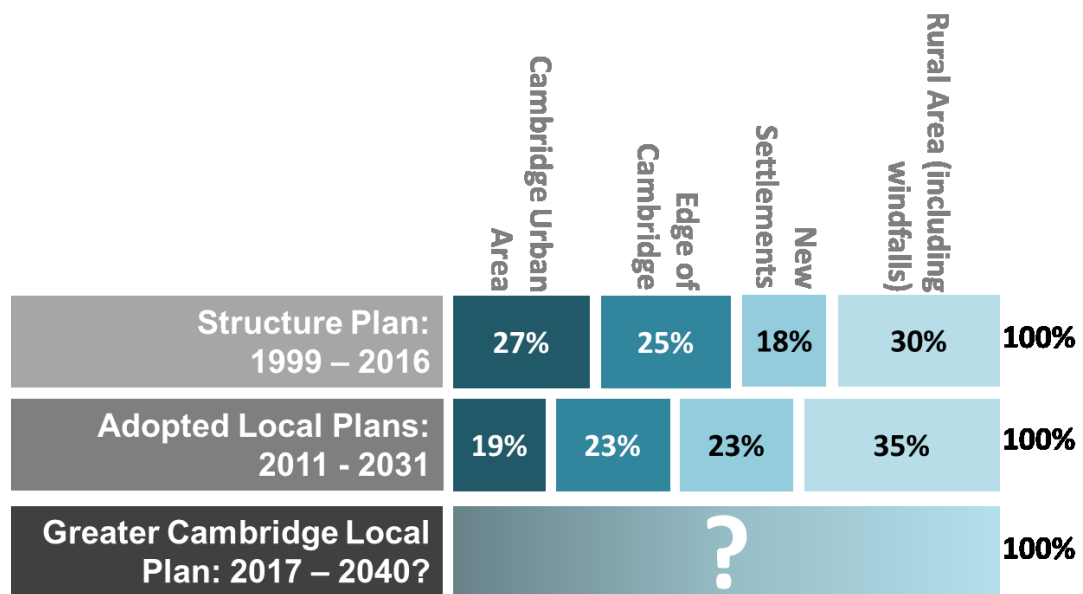
Previous plans for the Greater Cambridge area prioritised development firstly within Cambridge, then on the edge of Cambridge (subject to consideration of impact on the Green Belt), at new settlements close to Cambridge (well connected by public transport), and at better served villages. Sites in the adopted 2018 Local Plans provide for a significant amount of the future housing and employment needs in Greater Cambridge, both during the current plan period of 2031, but also beyond, as new settlements in particular will continue to be built out over a much longer period. In planning for future growth, we will be adding to the current development strategy.

Figure 20 Existing planned growth in the adopted 2018 Local Plans



The diagram below shows the proportions of housing growth in different types of location that were chosen in previous strategies.

Figure 21 Impact of Previous and Current Development Strategies



It is likely that the most suitable strategy for the next Local Plan will again involve a balance of elements to provide the most sustainable and achievable strategy. At this early stage in plan making, we would like to hear your views on what the balance should be.

4.2 Key influences on locating new development

There are a number of existing known factors that are likely to be important as we consider future development options.

4.2.1 Key sites already identified

A key site that will feed into the new development strategy is North East Cambridge. This brownfield site in the built-up area of Cambridge includes the area around Cambridge North Station, and the Anglian Water site where funding has been secured through the Housing Infrastructure Fund to support redevelopment. An Area Action Plan is in preparation and will identify potential for significant levels of jobs and homes. While this site is allocated in the adopted 2018 Local Plans, neither plan includes any numbers from this site so it will all be additional supply for the next Local Plan.

Also significant is Cambridge Airport. Previous plans had allocated the Airport and other land to the north and south for a major new urban quarter of 10-12,000 new

homes and a strategic scale of jobs. Marshall advised during preparation of the adopted 2018 Local Plans that it had not secured an alternative site and the land would not be available until at least 2031. The adopted 2018 Local Plans therefore safeguard the land for development in the event that it becomes available, recognising that it is in a very sustainable location on the edge of Cambridge and has already been identified as a suitable location for development and is no longer in the Green Belt. Development on safeguarded land can only occur once the site becomes available and following a review of the adopted plans. In May 2019, Marshall announced that it intends to relocate and has identified three possible options, one of which is in Greater Cambridge at the IWM (Imperial War Museum) site at Duxford. The deliverability of the Cambridge Airport site will be a factor in considering whether to allocate it in the draft Local Plan.

4.2.2 New Transport Infrastructure

Committed infrastructure proposals being progressed by Greater Cambridge Partnership will provide significant transport capacity to support the delivery of committed development.

The Combined Authority's Cambridgeshire Autonomous Metro (CAM) scheme could enable efficient and low impact travel into and around Cambridge, easing congestion issues in the area and also enabling further growth close to stations. This project is at a relatively early stage of its development and will be progressing as the next Local Plan is prepared. How it should be taken into account in the Plan will depend on the progress it makes during the period of Plan preparation.

The East West Rail project between Oxford and Cambridge described above also has implications for significant growth, particularly with regard to the possible location of a new station in South Cambridgeshire. As with the Cambridgeshire Autonomous Metro (CAM) scheme there is currently uncertainty as to the timing of this project, and progress during the period of Plan preparation will affect how it should be taken into account.

4.2.3 Small Sites

National planning policy requires the Local Plan to promote a good mix of sizes of sites for housing. It requires us to identify small sites, no larger than one hectare, to accommodate at least 10% of the housing requirement.

4.2.4 Green Belt

Decisions about the Green Belt impact on all location choices. The Green Belt covers around 25% of South Cambridgeshire. It adjoins the built edge of Cambridge and surrounds villages sitting within the Green Belt, including several of the largest

villages. The Green Belt plays an important role in maintaining the special qualities of Cambridge and the surrounding area. The purposes of the Cambridge Green Belt have long been defined as to:

- preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre
- maintain and enhance the quality of its setting
- prevent communities in the environs of Cambridge from merging into one another and with the city.

However, the Green Belt also restricts growth on the edge of Cambridge, a location that has sustainability advantages in terms of access to jobs and services and reducing trips by the private car that could help respond to climate change. In that context, national planning policy requires that local plans consider the impact on sustainable development of channelling growth outside the Green Belt. At the same time, recent changes also mean that alternatives have to be fully explored before land can be removed from the Green Belt. This will be an important issue for the plan.

Figure 22 Map of the Cambridge Green Belt

Question

39. Should we look to remove land from the Green Belt if evidence shows it provides a more sustainable development option by reducing travel distances, helping us respond to climate change?

- Yes
- No

Please add any comments and ideas

4.2.5 Supporting villages

Our villages are wonderful places to live, but many villages have an ageing population and also struggle to support the range of services and facilities that residents would wish to see.

Early Local Plan community workshops in summer and autumn 2019 suggested that an important issue is to decide how flexible the plan should be in supporting growth of jobs, homes and services in villages, as part of supporting their economic and social sustainability.

The adopted 2018 South Cambridgeshire Local Plan sets a framework (boundary) for each village, outside which development is heavily restricted – this is intended to protect the countryside from gradual encroachment, and guard against incremental growth in less sustainable locations away from services, facilities and public transport. The plan does allow affordable homes to be built outside village frameworks, where there is evidence of local need for affordable housing, as an exception to normal policy (so-called ‘rural exception sites’).

The adopted 2018 Local Plan also categorises villages into four different types according to how ‘sustainable’ they are in terms of shops, public transport and local services. This is intended to restrict growth in the smallest villages, where transport alternatives to the car are often limited, and where there is a need to travel for basic services like schools. The category sets the size of housing development that would be permitted in each type of village limits how many homes can be built on a single development within the village boundary, for example on a brownfield site that becomes available.

In ‘Rural Centres’ like Sawston there is no limit on how many homes can be built on a single site within the village framework, whereas in an ‘Infill Only’ village like Knapwell, the adopted 2018 Local Plan allows only two new houses per site, if it has an existing frontage (or slightly more for a brownfield site). The full list can be found in the adopted 2018 Local Plan (in [Policies S/8 to S/11](#)).

The next Local Plan could re-examine the approach to village growth and there are various approaches that could be taken. This could include looking again at the village categories, being more flexible to the scale of development within the village framework, and/or allowing a more flexible approach to development on the edge of villages. It could retain a more restrictive approach to the more remote villages, in order to focus growth in the most accessible locations. Local communities may have a particular view on the needs of their village.

Question

40. How flexible should the Local Plan be towards development of both jobs and homes on the edge of villages?

- Highly flexible
- Somewhat flexible
- Keep the current approach
- Restrict further

Please add any comments and ideas, including if there is a particular approach you would like the plan to take for your village.

Question

41. Do you think the Local Plan should be more flexible about the size of developments allowed within village boundaries (frameworks), allowing more homes on sites that become available?

- Highly flexible
- Somewhat flexible
- Keep the current approach
- Restrict further

Please add any comments and ideas

4.3 What are the choices?

There are many different locations that we could choose to focus growth:

- Densification
- Edge of Cambridge: Outside Green Belt
- Edge of Cambridge: Green Belt
- Dispersal: New Settlements
- Dispersal: Villages
- Public transport corridors

There is more detail in this section about these different locations, and their advantages and disadvantages. They cover a broad range of location choices, and the chosen strategy for the Local Plan could involve growth in all or most of them, to some extent.

Choices in the proportions of growth in different locations will be influenced by the prioritisation of the big themes in this consultation, such as:

- Responding to climate change – our net zero carbon target suggests that we should site development in places which can reduce the need to travel by private car.
- Increasing biodiversity and green spaces – this could be through large scale new development that could come with accompanying large-scale green space, or contributions from smaller sites that can be pooled towards providing green space elsewhere.
- Promoting wellbeing and social inclusion – locating new development where it can bring wider benefits to existing communities in terms of access to services, facilities and green space. Development could also enable access to a range of job opportunities for both existing and new communities.
- Delivering quality places – siting development where it provides opportunities to protect, enhance and improve places and deliver high quality design.

- Jobs – The success of the high-tech jobs cluster in and around Cambridge is based in part upon businesses in key sectors being allowed to locate where there is good access to each other and to Cambridge so that businesses can work together. Equally, allowing some jobs growth in villages can help sustain local services and sustain vibrant communities.
- Homes – the distance and journey time between homes and jobs, and encouraging residents to use sustainable transport to get to work. We will need to consider whether different locations affect viability for delivering affordable homes.
- Infrastructure – access to existing and planned public transport, walking and cycling, would enable people to get to live their lives in a way that reduces greenhouse gas emissions.

The Councils are required to consider the implications of the choices open to us and how they impact sustainability for the area. The [LINK] Sustainability Appraisal considers each of these options in further detail.

Question

42. Where should we site new development? Allocate 20 points across the following six locations:

- Densification
- Edge of Cambridge: Outside Green Belt
- Edge of Cambridge: Green Belt
- Dispersal: New Settlements
- Dispersal: Villages
- Public Transport Corridors

You can place the 20 points at as many or few of the locations as you like to show your preferences and priorities.

(ADD: graphic to show some completed examples to aid responses)

Please add any comments and ideas

4.3.1 Densification

Illustration of Location Choice



This approach would focus new homes and jobs within Cambridge, because it is the main urban area and centre for services and facilities. This would be done by encouraging intensive use of brownfield land, building taller buildings, building on existing residential back gardens or in-between existing buildings, or redeveloping underused sites at higher densities. It could also look to increase the density in planned new settlements.

Advantages

- Reduces the need to use greenfield land to accommodate growth.
- Living in central, well-connected and vibrant areas is important for many people
- Reduces the need to travel by car and so makes a positive contribution to addressing climate change
- Sites growth near to existing centres, which can continue to support their vitality and viability.

Challenges

- Needs to respond to the character of Cambridge, and protect its historic environment and green spaces, and therefore not suitable in all areas.
- Land assembly can be challenging with multiple landowners often involved.

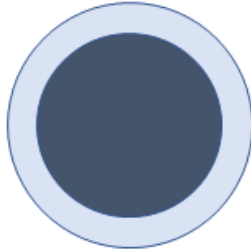
Question

43. What do you think about densification?

Please add your comments and feedback

4.3.2 Edge of Cambridge – Outside the Green Belt

Illustration of Location Choice



This approach would create new homes and jobs in extensions on the edge of Cambridge, using land not in the green belt. The only large site on the edge of Cambridge not in the Green Belt is Cambridge Airport.

Advantages

- benefits from the services and infrastructure at the existing centre, maximising the potential for sustainable transport.
- large scale urban extensions present the opportunity for new on-site infrastructure, such as schools, local centres and green spaces that can bring benefits to the existing and new community
- Cambridge Airport has previously been identified as suitable location for a new urban quarter to Cambridge and was removed from the Green Belt in earlier plans. It is identified as safeguarded land for longer term development in the 2018 Local Plans if it becomes available.
- Makes use of brownfield land.

Challenges

- Deliverability of safeguarded land at Cambridge Airport will be important as part of considering whether to allocate it in the next plan.

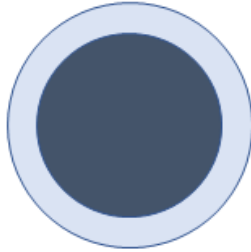
Question

44. What do you think about developing around the edge of Cambridge on land outside the Green Belt?

Please add your comments and feedback

4.4.3 Edge of Cambridge – Green Belt

Illustration of Location Choice



This approach would create new homes and jobs in extensions on the edge of Cambridge, involving release of land from the Green Belt.

Advantages

- benefits from the services and infrastructure at the existing centre, maximising the potential for sustainable transport.
- large scale urban extensions present the opportunity for new on-site infrastructure, such as schools, local centres and green spaces that can bring benefits to the existing and new community.

Challenges

- Requires the use of greenfield land on the edge of urban areas, which around Cambridge would require the release of Green Belt land. National planning policy is clear that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. This includes a requirement that all other reasonable options, including working with neighbouring districts, have been fully explored. It also says that when reviewing Green Belt boundaries, the need to promote sustainable patterns of development should be taken into account.

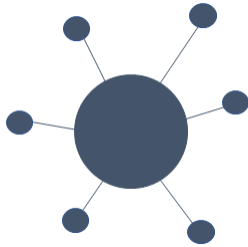
Question

45. What do you think about developing around the edge of Cambridge in the Green Belt?

Please add your comments and feedback

4.3.4 Dispersal: new settlements

Illustration of Location Choice



New settlements would establish a whole new community, providing homes, jobs and supporting infrastructure in a new location, and would need to be supported by strategic transport infrastructure connecting to Cambridge.

Advantages

- Provides an opportunity for significant new infrastructure to be delivered
- Provides an opportunity for substantial growth in a new location connected to the transport network
- May avoid removing land from the Green Belt

Challenges

- Potential major impact on the landscape and loss of agricultural land
- Can take longer to become reality, due to starting from scratch.
- Where it relies on proposed new transport infrastructure, even where it is included in the plans of the transport authorities, the level of certainty over delivery and timing of that infrastructure is crucial.

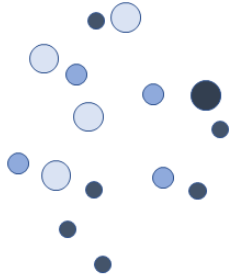
Question

46. What do you think about creating planned new settlements?

Please add your comments and feedback

4.3.5 Dispersal: Villages

Illustration of Location Choice



This approach would spread new homes and jobs out to the villages.

Advantages

- Can help to sustain existing facilities and infrastructure in the village
- Can help provide for a diversity of population in the village

Challenges

- Can result in increased commuting by car, and travel to access to services and facilities, particularly if the village is away from main transport corridors. Also.
- Small sites are unlikely to generate infrastructure needs alone, so are unlikely to significantly contribute to improvements to infrastructure so capacity within or accessible to a particular village is important.
- Potential impact on village character needs to be considered
- Some of the larger better served villages are surrounded by the Green Belt.

Question

47. What do you think about growing our villages?

Please add your comments and feedback

4.3.6 Public Transport Corridors

Illustration of Location Choice



This approach would focus homes and jobs along key public transport corridors and around transport hubs, extending out from Cambridge. This could be by expanding or intensifying existing settlements, or with more new settlements.

Advantages

- Concentrates development on transport corridors where there are opportunities for high quality public transport.
- Supports expansion of economic benefits outwards from Cambridge

Challenges

- Requires the use of land along transport corridors, including locations within the Green Belt. This approach has implications for fundamentally changing the nature of the Cambridge Green Belt
- Weight to be given to proposed new strategic transport infrastructure, even where it is included in the plans of the transport authorities, will depend on the level of certainty over delivery and timing of that infrastructure.

Question

48. What do you think about siting development along transport corridors?

Please add your comments and feedback

5. Any Other Issues?

5.1 How will we develop the plan?

The choices set out at this stage explore the high-level principles. In the coming months we will gather further evidence to inform the full consideration of choices, and take account of the feedback you offer us at this stage, to help us develop a preferred strategy and a draft Local Plan. This will include:

1. Confirming how many homes and jobs we need to plan for
2. Assessing the sites available to deliver the development: we will produce a Housing & Economic Land Availability Assessment to explore the options for development in Greater Cambridge, including drawing on the results of the Call for Sites in Spring 2019.
3. Creating more detailed growth location options that reflect different approaches to balancing growth across the different areas described above.
4. Testing the transport and other impacts of those growth location options.

We will continue to engage with you at key stages as the new Local Plan is developed.

5.2 Learning from the adopted 2018 Local Plans

The two adopted 2018 Local Plans contain a lot of detailed strategic and development management policies. In bringing these two plans together into one, we will have to decide which policies to keep, which policies to amend, which policies to delete and what new policies to create.

Our overall aim is to create a succinct Local Plan that does not unnecessarily repeat national policy, but does contain the right policies for making decisions on planning applications in Greater Cambridge. We want to make sure we have well-worded, useful policies that help everyone make clear and consistent decisions across the area.

We want to know which of our existing policies you think are effective, and which are not so effective, so we can learn from this for the next Local Plan.

Question

- 49. Do you have any views on any specific policies in the two adopted 2018 Local Plans? If so, what are they?**

Please add any comments and ideas

5.3 Any other issues

In this consultation we have tried to identify the big themes and issues that we think are important to consider as we prepare the new plan. However, you may have other ideas of this we need to consider, or ideas for the new Local Plan.

This is the opportunity to tell us about anything you think we should be considering, which is not covered in this consultation.

Question

- 50. What do you think should be in the next Local Plan? Are there issues, ideas or themes that you don't feel we have yet explored?**

Please give us your thoughts and feedback.

Appendix 1 Full list of consultation questions

- 1. Do you think we have identified the right cross-boundary issues and initiatives that affect ourselves and neighbouring areas?**
- 2. Do you agree that planning to 2040 is an appropriate date in the future to plan for? If not, what would be a more appropriate date and why?**
- 3. How do you think we should involve our communities and stakeholders in developing the Plan?**
- 4. Please submit any sites for employment and housing you wish to suggest for allocation in the Local Plan. Provide as much information and supporting evidence as possible.**
- 5. Please submit any sites for green space and wildlife habitats you wish to suggest for consideration through the Local Plan. Provide as much information and supporting evidence as possible.**
- 6. Do you agree with the potential big themes for the Local Plan?**
- 7. How do you think we should prioritise these big themes?**
- 8. How should the Local Plan help us achieve net zero carbon by 2050?**
- 9. How do you think we should be reducing our impact on the climate? Have we missed any key actions?**
- 10. Do you think we should require extra climate adaptation and resilience features to new developments?**
- 11. Are there any other things we should be doing to adapt to climate change? We want to hear your ideas!**
- 12. How should the Local Plan help us improve the natural environment?**
- 13. How do you think we should improve the green space network?**
- 14. How do we achieve biodiversity net gain through new developments?**
- 15. Do you agree that we should aim to increase tree cover across the area?**

16. How should the Local Plan help us achieve 'good growth' that promotes wellbeing and social inclusion?
17. How do you think our plan could help enable communities to shape new development proposals?
18. How do you think we can make sure that we achieve socially inclusive communities when planning new development?
19. How do you think new developments should support healthy lifestyles?
20. How do you think we should achieve improvements in air quality?
21. How should the Local Plan protect our heritage and ensure new development is well-designed?
22. How do you think we should protect, enhance and adapt our historic buildings and landscapes?
23. How do you think we could ensure that new development is as well designed as possible?
24. How important do you think continuing economic growth is for the next Local Plan?
25. What kind of business and industrial space do you think is most needed in the area?
26. Do you think we should be protecting existing business and industrial space?
27. How should we balance supporting our knowledge-intensive sectors, with creating a wide range of different jobs? What kind of jobs would you like to see created in the area?
28. In providing for a range of employment space, are there particular locations we should be focusing on? Are there specific locations important for different types of business or industry?
29. How flexible should we be about the uses we allow in our city, town, district, local and village centres?
30. What approach should the next plan take to supporting or managing tourism in Cambridge and the rural area?
31. How should the Local Plan help to meet our needs for the amount and types of new homes?

32. Do you think we should provide for a higher number of homes than the minimum required by government, to provide flexibility to support the growing economy?
33. What kind of housing do you think we should provide?
34. How should we meet the need for additional Gypsy, Traveller and caravan sites?
35. How should we ensure a high standard of housing is built in our area?
36. How should the Local Plan ensure the right infrastructure is provided and developed in line with growth?
37. How should we encourage a shift away from car use and towards more sustainable modes of transport such as public transport, cycling and walking?
38. What do you think the priorities are for new infrastructure?
39. Should we look to remove land from the Green Belt if evidence shows it provides a more sustainable development option by reducing travel distances, helping us respond to climate change?
40. How flexible should the Local Plan be towards development of both jobs and homes on the edge of villages?
41. Do you think the Local Plan should be more flexible about the size of developments allowed within village boundaries (frameworks), allowing more homes on sites that become available?
42. Where should we site new development?
43. What do you think about densification?
44. What do you think about developing around the edge of Cambridge on land outside the Green Belt?
45. What do you think about developing around the edge of Cambridge in the Green Belt?
46. What do you think about creating planned new settlements?
47. What do you think about growing our villages?
48. What do you think about siting development along transport corridors?

- 49. Do you have any views on any specific policies in the two adopted 2018 Local Plans? If so, what are they?**
- 50. What do you think should be in the next Local Plan? Are there issues, ideas or themes that you don't feel we have yet explored?**

Appendix 2 List of supporting Evidence Documents and Plan Making Documents

Evidence Documents

Document (Author) Year

Cambridgeshire and Peterborough Independent Economic Review (Cambridgeshire and Peterborough Independent Economic Commission) 2018

Cambridgeshire and Peterborough Local Industrial Strategy 2019 (Cambridgeshire and Peterborough Combined Authority and HM Government) 2019

Homes for our future Greater Cambridge Housing Strategy 2019 – 2023 (Cambridge City Council and South Cambridgeshire District Council) 2019

Draft Cambridgeshire and Peterborough Local Transport Plan (Cambridgeshire and Peterborough Combined Authority) 2019

Plan Making Documents

Document (Author) Year

Sustainability Appraisal Scoping Report (Land Use Consultants Ltd (LUC) for Cambridge City Council and South Cambridgeshire District Council) 2019

Sustainability Appraisal of the Issues and Options Report (LUC for Cambridge City Council and South Cambridgeshire District Council) 2019

Habitats Regulations Assessment Scoping Report (LUC for Cambridge City Council and South Cambridgeshire District Council) 2019

Greater Cambridge Local Plan Consultation Statement (Cambridge City Council and South Cambridgeshire District Council) 2019

Appendix 3 Glossary

Adopted 2018 Local Plans

Sets out the council's vision and strategy for the area over a length of time and provides the basis for decisions on planning applications. Plans can be adopted after they have been through a plan making process involving consultation and examination. The current Local Plans in Cambridge and South Cambridgeshire were adopted in 2018.

Affordable housing

Housing for sale or rent for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is essential for local workers). Eligibility is determined using local incomes and local house prices.

Biodiversity

The variety of life in all its forms. This includes the plant and animal species that make up our wildlife and the habitats in which they live.

Business churn

Levels of businesses starting up and businesses ending. A high level of business churn means a lot of businesses start, and a lot of businesses end each year.

Carbon footprinting

This is an exercise that measures the impact of our activities on the environment and climate change. It relates to the amount of greenhouse gases produced in our day-to-day lives through burning fossil fuels for electricity, heating, transportation etc.

Climate change adaptation

Adjustments made to natural or human systems in response to actual or anticipated impacts of climate change, to mitigate harmful or exploit beneficial opportunities. (Source: NPPF, 2019)

Climate change mitigation

Action to reduce the impact on human activity on the climate system, primarily through reducing greenhouse gas emissions. (Source, NPPF, 2019)

Combined Authority

A legal body made up of two or more councils that work together to decide and carry out region-wide decisions.

Community Land Trusts

Not-for-profit organisations that own and rent out low cost housing and land for community use.

Densification

Making more efficient use of land, through intensive use of brownfield land, building taller buildings, building on existing residential back gardens or in-between existing buildings, or redeveloping underused sites at higher densities.

Greater Cambridge

Both areas of Cambridge and South Cambridgeshire together.

Greater Cambridge Partnership

A partnership between Cambridge City Council, Cambridgeshire County Council, South Cambridgeshire District Council, the University of Cambridge and the Business Board of the Cambridgeshire and Peterborough Combined Authority to support continued growth of the Greater Cambridge area.

Green Infrastructure

Green Infrastructure is a multi-functional network of public green spaces and routes, landscapes, biodiversity and heritage. It includes a wide range of elements such as country parks, wildlife habitats, rights of way, commons and greens, nature reserves, waterways and bodies of water, and historic landscapes and monuments.

Grow on space

Premises suitable for small growing businesses.

GVA / Gross Value Added

A measure of the value of goods and services produced in an area.

Heat Island

Urban areas are often warmer than the surrounding countryside, especially at night, as materials like tarmac and stone, absorb and store heat.

Local Development Scheme

A document which sets out the timetable for the local development documents that the Council will be producing.

Local Plan

Sets out policies to guide the future development of Greater Cambridge. It also sets out where future development will take place, and identifies land for new housing, community facilities, shops and employment. It is the key

document use to determine planning applications for new development in the Greater Cambridge region.

National Planning Policy Framework (NPPF)

Sets out government's planning policies for England and how these are expected to be applied

Natural Capital

The stock of natural assets which include geology, soil, air, water and all living things.

Nature Recovery Network

As set out in the Government's 25 Year Environment Plan, the Nature Recovery Network is an expanding and increasingly-connected network of wildlife-rich habitat. It comprises a core network of designated sites of importance for biodiversity and adjoining areas that function as steppingstones or wildlife corridors and areas identified for new habitat creation

Neighbourhood Plan

A plan prepared by a Parish Council or neighbourhood forum for a particular neighbourhood area. They must be consistent with the strategic policies in the current suite of Local Plan documents.

Net zero carbon

Net zero carbon means that carbon emissions cannot exceed zero. In practice, a net zero carbon target means that in addition to phasing out fossil fuels and the role of renewable energy and energy reduction measures, there is also a role for balancing a certain measured amount of carbon released with an amount of carbon offsets, through, for example, tree planting or carbon capture and storage.

Oxford-Cambridge Arc

An area covering Oxford, Milton Keynes and Cambridge, identified by the Government as a unique opportunity to become an economic asset of international standing.

Productivity

Being able to produce or provide goods and services.

Stakeholder

A person, group or organisation that has interest in planning for the area.

Shared ownership

Homes in which the occupier owns a share of the property and pays rent on the remainder, typically to a housing association or local authority.

Standard method

A government formula that helps councils to work out how many homes are needed in a given local area.

Start-up

The early stage of a new business.

Sustainable development

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

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Greater Cambridge Local Plan

Sustainability Appraisal Scoping Report: Non-Technical Summary

Prepared by LUC
September 2019

Project Title: Greater Cambridge Local Plan Sustainability Appraisal

Client: South Cambridgeshire District Council and Cambridge City Council

Version	Date	Version Details	Prepared by	Checked by	Approved by
1.0	04/09/2019	Draft for client comment	Lucy Wallwork	Sarah Smith	Jeremy Owen
2.0	17/09/2019	Updated Draft for Committee	Olivia Dunham	Sarah Smith	Jeremy Owen



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Greater Cambridge Local Plan

Sustainability Appraisal Scoping Report: Non-Technical Summary

Prepared by LUC
September 2019

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Introduction

- 1.1 South Cambridgeshire District Council and Cambridge City Council are jointly preparing a 'Local Plan', a document that will set the framework for development in both districts (described together as 'Greater Cambridge') over the next 20 to 30 years. Plans and strategies such as the Local Plan are subject to a process called Sustainability Appraisal, which assesses the potential impacts of a plan on social, economic, and environmental issues. The first stage of Sustainability Appraisal is to prepare a Scoping Report, which provides the context for and determines the scope of the Sustainability Appraisal. This document is a Non-Technical Summary of the Scoping Report.

The Greater Cambridge Local Plan

- 1.2 South Cambridgeshire District Council and Cambridge City Council previously prepared individual Local Plans. However, the Councils have committed to preparing a joint local plan for their combined area, referred to as 'Greater Cambridge'. The existing Local Plans, which will be replaced by the Greater Cambridge Local Plan, were both adopted in 2018 and set out development needs for each area up to 2031.
- 1.3 The decision to produce a joint plan was made so that issues such as infrastructure, economic growth, housing needs and the location of new settlements could be dealt with on the most appropriate scale. The plan period for the Greater Cambridge Local Plan has yet to be decided.

Sustainability Appraisal, Strategic Environmental Assessment and the Scoping Process

- 1.4 South Cambridgeshire District Council and Cambridge City Council are required by law to carry out both Sustainability Appraisal and a process called Strategic Environmental Assessment of the Greater Cambridge Local Plan, and have appointed LUC to do this on its behalf. Strategic Environmental Assessment is the process of assessing the likely environmental effects of a plan or programme (such as the Local Plan) and the requirements for this are set out in the Environmental Assessment of Plans and Programmes Regulations 2004 (known as the Strategic Environmental Assessment Regulations). The Government recommends that the requirements for both Sustainability Appraisal and Strategic Environmental Assessment are met through one integrated process, referred to as Sustainability Appraisal.
- 1.5 The Sustainability Appraisal also includes a Health Impact Assessment to determine the impacts of the Local Plan on people's health and well-being, and an Equality Impact Assessment to identify if any groups of people with 'protected characteristics' within Greater Cambridge may be disproportionately affected.
- 1.6 The purpose of Sustainability Appraisal is to promote sustainable development through by better integrating sustainability considerations into the preparation and adoption of plans. It should be viewed as an integral part of good plan making and an ongoing process, involving ongoing iterations to identify and report on the

potential social, economic and environmental effects of the Local Plan and alternatives to the Local Plan to consider how well sustainable development will be achieved.

- 1.7 The Sustainability Appraisal Scoping Report for the emerging Greater Cambridge Local Plan sets out the social, economic and environmental baseline for both South Cambridgeshire District Council and Cambridge City Council on eight different sustainability ‘topics’, as well as setting out the relevant policy context and identifying key sustainability issues in the area. The subsequent stages of Sustainability Appraisal will assess the options for the plan, as well as the plan itself, against this baseline. The scoping stage also sets out the ‘Sustainability Appraisal Framework’, which is made up of a series of sustainability objectives against which Local Plan options will be appraised. The Sustainability Appraisal Scoping Report will be published for consultation with the statutory consultees (Natural England, the Environment Agency and Historic England), other stakeholders and the public. The comments received during the consultation will then be reviewed and addressed as appropriate in the subsequent stages of Sustainability Appraisal.

Policy Context

- 1.8 The Greater Cambridge Local Plan should reflect the contents of other plans and programmes where relevant, to support their implementation. It must also conform to environmental protection legislation and the sustainability objectives set at the international, national and regional levels. It is a requirement of the Strategic Environmental Assessment process that relevant international and national plans are reviewed in relation to their objectives, targets and indicators and their implications for the Local Plan and the Sustainability Appraisal. For this reason, the Sustainability Appraisal Scoping Report includes a review of relevant international, national and sub-national policies for each sustainability ‘topic’.
- 1.9 The most significant national policy context for the Local Plan is the National Planning Policy Framework (NPPF) which was originally published in 2012 and revised in 2018, then again in 2019. The Local Plan must be consistent with the requirements of the NPPF, which states:
- “Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.”
- 1.10 The NPPF requires local planning authorities to set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver:
- “Housing (including affordable housing), employment, retail, leisure and other commercial development;
 - Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
 - Community facilities (such as health, education and cultural infrastructure); and
 - Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.”

- 1.11 The NPPF also promotes well-designed places and development, and plans should “at the most appropriate level, set out a clear design vision and expectations.”
- 1.12 Non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development, including qualitative aspects such as design of places, landscapes, and development.
- 1.13 The NPPF also states that:
“Local plans and spatial development strategies should be informed throughout their preparation by a sustainability appraisal that meets the relevant legal requirements. This should demonstrate how the plan has addressed relevant economic, social and environmental objectives (including opportunities for net gains). Significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where significant adverse impacts are unavoidable, suitable mitigation measures should be proposed (or, where this is not possible, compensatory measures should be considered).”
- 1.14 At the sub-regional level, Cambridge forms part of the Oxford-Cambridge Arc, which the Government is promoting as a single, knowledge-intensive cluster that competes on a global stage, whilst protecting the area’s high quality environment, and securing the homes and jobs that the area needs. The Oxford-Cambridge Arc forms a broad arc around the north and west of London’s Green Belt, encompassing Northampton, Daventry and Wellingborough to the north, and Luton and Aylesbury to the south. Central to the Arc is a proposed new East-West Rail line connecting Oxford and Cambridge by 2030 and the development and construction of the Oxford-Cambridge Expressway.

Baseline Information

- 1.15 It is a requirement of the Strategic Environmental Assessment process that consideration should be given to the current state of the environment; and, for the Sustainability Appraisal process, social and economic information should also be taken into account. Baseline information provides the context for assessing the sustainability of proposals in the Local Plan and it provides the basis for identifying trends, predicting the likely effects of the plan and monitoring its outcomes.
- 1.16 The baseline information contributed to the identification of a set of key sustainability issues facing Greater Cambridge, which in turn helped to develop a locally appropriate framework of sustainability objectives that the Sustainability Appraisal will use as the basis for appraising the emerging Local Plan policies.

1.17 **Table 1** below sets out the key sustainability issues identified for Greater Cambridge, as well as how these are likely to evolve if the new Local Plan were not to be implemented. The Sustainability Appraisal is concerned with how the proposals within the Local Plan are likely to affect this future baseline.

Table 1: Key sustainability issues for the Greater Cambridge Local Plan and the likely evolution of these without the plan

Key issues	Likely evolution without the Local Plan
<p>Population, health and wellbeing</p> <p>The population structure of South Cambridgeshire reflects an ageing population. This has the potential to result in pressure on the capacity of at local services and facilities including healthcare and ensuring the right type of homes are provided. However, Cambridge has one of the 'youngest' populations in the country which needs different housing and social needs. To accommodate future provision of student accommodation more student rooms will need to be built by 2026.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to deliver the required services and facilities in a coherent, sustainable manner alongside new development.</p>
<p>Cambridge and South Cambridgeshire are some of the least affordable areas in the country outside of London. House prices in Cambridge are high comparable to the regional and national average and sustained population and employment growth has led to a housing shortage within Cambridge, with high house prices and low levels of housing affordability.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to facilitate and expedite the delivery of affordable housing and private market accommodation and to help meet the needs of more specialist groups including older people and help support the provision of a more appropriate mix of new homes to meet the requirements of local families.</p>
<p>Overall, Greater Cambridge is not a deprived area. However, there are disparities between the least and the most deprived areas in Greater Cambridge. Two wards within Cambridge are within 20% of the most deprived in the UK.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to build on these policies to ensure that indicators of disparity such as access to housing, income deprivation, health deprivation, employment deprivation, living environment deprivation and education skills deprivation are appropriately addressed. This approach will also allow for changing circumstances in the sub-region to be more appropriately addressed.</p>
<p>Health in Greater Cambridge is generally recorded as being at reasonably good level or higher. However, there are inequalities displayed between the most and least deprived areas of Greater Cambridge in terms of health.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to address health deprivation in the sub-region by supporting the provision of healthcare facilities and other relevant improvements at areas of most need.</p>

Key issues	Likely evolution without the Local Plan
<p>The provision of green space varies throughout the sub-region. For example, open spaces are not evenly distributed, with many suburbs experiencing a relative paucity of open space in comparison with the City Centre and the west of the City. A deficiency in recreational or open space provision has been identified in a number of specific areas including provision for informal play space and outdoor sports. There is also potential for new development to result in loss of access to open spaces and elements of green infrastructure as well as impacts upon their quality.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to better address the changing circumstances in the plan area by ensuring the protection and enhancement of access to and quality of open space and services and facilities. The process will also allow for new local green spaces to be planned and incorporated alongside new development.</p>
<p>In general Greater Cambridge is a relatively safe sub-region in which to live. In recent years however certain types of crime such as violent crime, anti-social behaviour and illegal drug use have increased in Greater Cambridge.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to build on the requirement of these policies to encourage aims to make the local environment and streets safer, for example through relevant approaches to ‘designing out’ crime. Any new policy would make a contribution to achieving this aim alongside other local and national measures.</p>
Economy	
<p>Cambridge needs to ensure that it is able to continue its vital role as a world class centre for higher education, research and knowledge based industries as the regional, national and global economies rely on it.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to create and safeguard jobs through the allocation and promotion of employment generating uses including office and industrial spaces.</p>
<p>Greater Cambridge needs to ensure a future supply of jobs and continued investment to ensure identified employment development opportunities are taken forward and deprivation issues tackled. Although the main focus of employment is in Cambridge, there is a need to ensure a diverse range of employment opportunities are available across Greater Cambridge, for example, in the smaller settlements. Within Cambridge, despite the focus on higher education, research and knowledge based industries, there is a need for a variety of</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to create and safeguard jobs through the allocation and promotion of employment generating uses including office and industrial spaces and the promotion of the rural economy, as well as promoting access and opportunity for all.</p>

Key issues	Likely evolution without the Local Plan
employment opportunities, both skilled and lower-skilled across a range of economic sectors.	
Significant development is planned within the realm of the Oxford-Cambridge Arc with the role of Cambridge acting as a key component. However, this development must be done sustainably to ensure the long term success of the area.	While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to help shape the Arc to create the necessary infrastructure, from public transport to housing, in the most sustainable way.
Transport Connections and Travel Habits	
Both highway and bus networks suffer from limited capacity, which is unlikely to be able to cater for significant increases in traffic volumes without worsening congestion and lengthening journey times.	While existing policies address the issues identified to some extent, and proposals set out in the emerging Cambridgeshire and Peterborough Local Transport Plan will also help to address these issues, the new Local Plan provides an opportunity to address this by providing clarity for infrastructure providers and also to strengthen policy to promote the use of alternative modes of transport. It also has the potential to direct new development to the most sustainable locations as to minimise the need to travel by private vehicle on the local network. This approach can be used to complement measures taken by highways authorities to combat congestion on the strategic road network.
Given the rural character of much of the South Cambridgeshire District a large proportion of the District's residents drive to work and some have limited access to bus services and other public transport links.	While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to further address the issue of car dependency especially within South Cambridgeshire. This can be achieved by promoting sustainable and active transport (based on sufficient population densities), sustainable development locations, and integrating new and more sustainable technologies, as new development is to be provided in Greater Cambridge.
Air, land and water	

Key issues	Likely evolution without the Local Plan
<p>Greater Cambridge has two AQMAs, one within South Cambridgeshire alongside the A14 and the other covering the entire city centre area of Cambridge. Additional development within Greater Cambridge has the potential to exacerbate air quality issues at AQMAs within Greater Cambridge and could have impacts on AQMAs in neighbouring authorities. Similarly there is potential for a cumulative impact of development in neighbouring authorities alongside development in Greater Cambridge in terms of air quality at AQMAs in the sub-region.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to contribute to improved air quality in the sub-region through the sustainable siting of development and the promotion of alternative travel modes to the motorised vehicle, in line with national policy aspirations.</p>
<p>The majority of the sub-region contains best and most versatile agricultural land with a mix of classified agricultural land, Grades 1, 2 and 3. New development should, where possible, be delivered as to avoid the loss of higher grades of agricultural land.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to strengthen the approach and ensure these natural assets are not lost or compromised. This may involve the prioritisation of use of brownfield sites and lower quality agricultural land for development.</p>
<p>Greater Cambridge contains safeguarded mineral resources which, where possible, should not be lost or compromised by future growth.</p>	<p>Without the Local Plan it is possible that development could result in unnecessary sterilisation of mineral resources which would mean they are not available for future generations to use.</p>
<p>Some of the water bodies which flow through the sub-region have been identified by the Environment Agency as having 'bad' or 'poor' ecological status. There are also areas in the sub-region which are covered by a Source Protection Zone.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to ensure that development is located and designed to take into account the sensitivity of the water environment. It will also provide further certainty in terms of planning for adequate wastewater infrastructure to address development requirements over the plan period.</p>
<p>There is a finite supply of water in the region, and irrespective of climate change, action is required now to ensure the availability of water for future uses, including potable water supply and food production, without having a detrimental impact on the environment as low rainfall and over abstraction in rivers is causing serious concern.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to secure long term sustainable development, which will be essential in ensuring that all new development implements water efficiency standards.</p>
<p>Climate Change Adaptation and Mitigation</p>	

Key issues	Likely evolution without the Local Plan
<p>While carbon emissions from all sectors have fallen in both districts since 2005, given the rural nature of South Cambridgeshire there has been little progress on transport emissions, which still accounted for 50% of the total as of 2016. Both Councils committed to meet net zero by 2050 at the latest, and to meet this will need to make significant shifts in energy efficiency of new and existing buildings, transport trends, and the further deployment of a range of renewables infrastructure.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to strengthen policies which act positively in terms of climate change, especially those that limit the need to travel through the appropriate siting and design of new development.</p>
<p>The effects of climate change in Greater Cambridge are likely to result in extreme weather events (e.g. intense rainfall, prolonged high temperatures and drought) becoming more common and more intense.</p>	<p>While the new Local Plan will not influence extreme weather events, it can built upon the approach of current policy to better respond to current circumstances as evidence and techniques develop.</p>
<p>Greater Cambridge will need to become more resilient to the increased risk of flooding in particular. Given the low-lying nature of the plan area, it is at significant risk of fluvial and surface water flooding, especially in the north, which is likely to be exacerbated by climate change.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity, alongside national measures, to mitigate the effects of potential future flooding through appropriate siting of development and flood resilient design. It will also allow policy to respond to the update evidence based regarding flood risk in the plan area.</p>
<p>Biodiversity</p>	
<p>Greater Cambridge contains and is in close proximity to a number of both designated and non-designated natural habitats and biodiversity. This includes those designated for their national and international importance. Not all SSSIs are in favourable condition.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity for new development to come forward at the most appropriate locations in order to avoid detrimental impacts on biodiversity assets, as well as to update planning policy in relation to future policy direction such as biodiversity net gain. The findings of the HRA will be incorporated into the Sustainability Appraisal and will provide further insight into biodiversity impacts specifically at designated sites, presenting the opportunity to limit adverse impacts at these locations.</p>

Key issues	Likely evolution without the Local Plan
<p>Although designated sites represent the most valued habitats in the plan area, the overall ecological network is also important for biodiversity as a whole and helps to support the health of designated sites, allowing species to migrate in response to climate change. The fragmentation and erosion of habitats and the wider ecological network in Greater Cambridge, including the identified sparse woodland cover, is an ongoing threat to biodiversity.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to facilitate further biodiversity improvements. Increasing biodiversity and green space is also likely to provide other benefits, such as, carbon storage, flood reduction and health benefits.</p>
<p>Historic Environment</p>	
<p>There are many sites, features and areas of historical and cultural interest in the plan area, a number of which are at risk and identified on the Heritage at Risk register. In the context of significant ongoing pressures for development locally, these assets may be at risk of adverse effects from poorly located or designed development.</p>	<p>While existing policies provide some protection for heritage assets, without the new Local Plan it is possible that these assets will be adversely affected by inappropriate development. This is because the new plan will be developed on the basis of a different baseline of expected growth, which may put these assets (including their setting) under increased pressure.</p>
<p>Landscape</p>	
<p>While the plan area is not in close proximity to nationally designated or highly sensitive landscape areas, it contains a diverse range of nationally recognised landscape character areas that could be harmed by inappropriate development. For example, the fenlands on the northern boundary of Greater Cambridge are particularly sensitive to development. If development was to be allocated there it could threaten losses to a distinctive wetland landscape.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to update the current policy position in response to the ongoing evolution of development pressures and their impact on the landscape in Greater Cambridge as a whole.</p>
<p>The distinct historic character of the South Cambridgeshire villages, and in particular the sensitive historic landscape setting of Cambridge requires protection as development comes forward, particularly in maintaining key views into Cambridge.</p>	<p>While existing policies address the issues identified to some extent, the new Local Plan provides an opportunity to ensure that, in the context of ongoing development pressures, development coming forward does not adversely affect the setting or sensitive villages and lie sympathetically within the existing landscape and townscape.</p>

Sustainability Appraisal Framework

- 1.18 The review of other relevant plans, policies and programmes and the collation of baseline data helped to identify key sustainability issues for Greater Cambridge, as set out above. These key sustainability issues fed into the identification of a set of Sustainability Appraisal objectives, which will be the main tool used during the Sustainability Appraisal for assessing the likely effects of the options being considered for inclusion in the Local Plan. These Sustainability Appraisal objectives constitute the Sustainability Appraisal framework, which is presented in **Table 2**. The final column of the table shows how all of the topics that are required to be assessed by the Strategic Environmental Assessment Regulations are addressed within the Sustainability Appraisal framework.

Table 2: Sustainability Appraisal Framework for Greater Cambridge

Sustainability Appraisal Objective	Strategic Environmental Assessment Regulations Topics
SA 1: To ensure that everyone has the opportunity to live in a decent, well-designed, sustainably constructed and affordable home.	Population, Human Health and Material Assets
SA 2: To maintain and improve access to centres of services and facilities including health centres and education.	Population, Human Health and Material Assets
SA 3: To encourage social inclusion, strengthen community cohesion, And advance equality between those who share a protected characteristic (Equality Act 2010) and those who do not.	Population, Human Health and Material Assets
SA 4: To improve public health, safety and wellbeing and reduce health inequalities.	Population, Human Health and Climatic
SA 5: To conserve, enhance, restore and connect wildlife, habitats, species and/or sites of biodiversity or geological interest.	Biodiversity, Flora, Fauna and Human Health
SA 6: To conserve and enhance the character and distinctiveness of Greater Cambridge's landscapes and townscapes, maintaining and strengthening local distinctiveness and sense of place.	Landscape, Biodiversity, Flora, Fauna and Cultural Heritage
SA 7: To conserve and/or enhance the qualities, fabric, setting and accessibility of Greater Cambridge's historic environment.	Cultural Heritage, Architectural and Archaeological Heritage
SA 8: To make efficient use of Greater Cambridge's land resources through the re-use of previously developed land and conserve its soils.	Soil and Material Assets

Sustainability Appraisal Objective	Strategic Environmental Assessment Regulations Topics
SA 9: To conserve mineral resources in Greater Cambridge.	Material Assets
SA 10: To achieve sustainable water resource management and promote the quality of Greater Cambridge's waters.	Water, Biodiversity, Fauna and Flora
SA 11: To adapt to climate change, including minimising flood risk.	Water, Material Assets, Climatic Factors and
SA 12: To minimise Greater Cambridge's contribution to climate change	Air, Human health, air and Climatic factors
SA 13: To limit air pollution in Greater Cambridge and ensure lasting improvements in air quality.	Air and Human Health
SA 14: To facilitate a sustainable and growing economy.	Population and Material Assets
SA 15: To deliver, maintain and enhance access to diverse employment opportunities, to meet both current and future needs in Greater Cambridge.	Population and Material Assets

Next Steps

- 1.19 The Sustainability Appraisal Scoping Report and this Non-Technical Summary will be published for consultation alongside the Council's Issues and Options document. Any comments received will be taken on board and addressed in the next stage of Sustainability Appraisal.

LUC

September 2019

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Greater Cambridge Local Plan

Sustainability Appraisal Scoping Report

Prepared by LUC
September 2019

Project Title: Greater Cambridge Local Plan SA

Client: South Cambridgeshire District Council and Cambridge City Council

Version	Date	Version Details	Prepared by	Checked by	Approved by
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Greater Cambridge Local Plan

Sustainability Appraisal Scoping Report

Prepared by LUC
September 2019

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A Non-Technical Summary has been produced and is available as a separate document.

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1 Introduction

- 1.1 South Cambridgeshire District Council and Cambridge City Council (the Councils) commissioned LUC in July 2019 to carry out a Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment (SEA), Health Impact Assessment and (HIA) and Equalities Impact Assessment (EqIA) of their Local Plan.
- 1.2 SA is an assessment process designed to consider and report upon the significant sustainability issues and effects of emerging plans and policies, including their reasonable alternatives. SA iteratively informs the plan-making process by helping to refine the contents of such documents, so that they maximise the benefits of sustainable development and avoid, or at least minimise, the potential for adverse effects.
- 1.3 The purpose of a Scoping Report is to provide the context for and determine the scope of the SA of the Local Plan and to set out the assessment framework for undertaking the later stages of the SA. It also explains the approach that will be taken to the HIA and EqIA (both of which will be reported on as part of the SA/SEA).
- 1.4 The Scoping Report contains chapters on a number of sustainability topics, each of which starts by setting out the policy context of the Greater Cambridge Local Plan, before describing the current and likely future environmental, social and economic conditions in the plan area. This contextual information is used to identify the key sustainability issues and opportunities that the Local Plan can address. The key sustainability issues and opportunities are then used to develop a framework of SA Objectives used to appraise the likely significant effects of the constituent parts of the Local Plan, including strategic policies, site allocations and development management policies. The purpose of this consultation is to seek views on the proposed approach to the SA, in particular:
 - 1) Whether the scope of the SA is appropriate for considering the role of the Greater Cambridge Local Plan to help meet and manage the growth needs and development ambition of Greater Cambridge.
 - 2) Whether there are any additional plans, policies or programmes that are relevant to the SA policy context that should be included.
 - 3) Whether the baseline information provided is robust and comprehensive, and provides a suitable baseline for the SA of the Greater Cambridge Local Plan.
 - 4) Whether there are any additional SA issues relevant to the Local Plan that should be included.
 - 5) Whether the SA Framework is appropriate and includes a suitable set of SA objectives and site-based assumptions for assessing the effects of the options included within the Greater Cambridge Local Plan and reasonable alternatives.

Greater Cambridge Local Plan

- 1.5 Cambridge City Council and South Cambridgeshire District Council have committed to preparing a joint Local Plan for their combined area, referred to as Greater Cambridge, a strand of work which originated as part of the City Deal agreement with central government established in 2014. The individual Councils both adopted separate Local Plans in October 2018, which set out the development needs of the local authority areas up to 2031.
- 1.6 The adopted Local Plans acknowledged the commitment to an early review of their local plans beginning in 2019. This decision to take forward the early review of the Local Plans was made in order to establish what impact the anticipated changed infrastructure landscape and economic growth in the area might have on housing need and other aspects of spatial and transport planning. Further, during Examination of the individual plans, a number of issues were highlighted for specific attention. These related to the assessment of housing needs, progress in delivering the development strategy and in particular the proposed new settlements and provision to meet the requirements of caravan dwellers.
- 1.7 The plan period for the Greater Cambridge Local Plan is yet to be determined, but is likely to cover the period to either 2040 or 2050. It will replace policies contained within the Cambridge Local Plan (2018) and the South Cambridgeshire Local Plan (2018). The Joint Local Development Scheme 2018 identified that the Plan will be submitted to the Secretary of State for examination at the end of summer 2022. Public consultation on the Issues and Options for the plan is proposed for late 2019.
- 1.8 The location and extent of the Greater Cambridge Plan Area, which incorporates both Council areas, is shown in **Figure 1.1**.



Greater Cambridge SA

Figure 1.1: Location of Greater Cambridge Plan Area

- Cambridge City Council Boundary
- South Cambridgeshire District Council Boundary

Map Scale @A3: 1:157,000



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Sustainability Appraisal and Strategic Environmental Assessment

- 1.9 Under the Planning and Compulsory Purchase Act 2004, SA is mandatory for Development Plan Documents. For these documents it is also necessary to conduct an environmental assessment in accordance with the requirements of the Strategic Environmental Assessment Directive (European Directive 2001/42/EC), as transposed into law in England by the SEA Regulations¹. Therefore, it is a legal requirement for the Local Plan to be subject to SA and SEA throughout its preparation.
- 1.10 The requirements to carry out SA and SEA are distinct, although it is possible to satisfy both using a single appraisal process (as advocated in the National Planning Practice Guidance²), whereby users can comply with the requirements of the SEA Regulations through a single integrated SA process – this is the process that is being undertaken in Greater Cambridge. From here on, the term ‘SA’ should therefore be taken to mean ‘SA incorporating the requirements of the SEA Regulations’.
- 1.11 The SA process comprises a number of stages, with scoping being Stage A as shown in **Figure 1.2** below:

Figure 1.2 Main stages in Sustainability Appraisal

- Stage A:** Setting the context and objectives, establishing the baseline and deciding on the scope
- Stage B:** Developing and refining options and assessing effects
- Stage C:** Preparing the Sustainability Appraisal Report
- Stage D:** Consulting on the Local Plan and the SA report
- Stage E:** Monitoring the significant effects of implementing the Local Plan

Health Impact Assessment

- 1.12 Health Impact Assessment (HIA) aims to ensure that health-related issues are integrated into the plan-making process. HIA of the Greater Cambridge Local Plan will be carried out and integrated into the SA and will make recommendations for how the health-related impacts of the Local Plan can be optimised as the options are developed into detailed policies.

Equalities Impact Assessment

- 1.13 The requirement to undertake formal Equalities Impact Assessment (EqIA) of plans was introduced in the Equality Act 2010, but was abolished in 2012. Despite this, authorities are still required to have regard to the provisions of the Equality Act, namely the Public Sector Duty which requires public authorities to have due regard for equalities considerations when exercising their functions. The SA will consider whether the Local Plan is likely to disproportionately affect any groups with particular ‘protected characteristics’ under the Equality Act, as well as whether the

¹ The Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004 No. 1633)

² <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal>

Local Plan may disproportionately affect any other groups, such as different socio-economic groups.

Habitats Regulations Assessment

- 1.14 The requirement to undertake Habitats Regulations Assessment (HRA) of development plans was confirmed by the amendments to the Habitats Regulations published for England and Wales in July 2007 and updated in 2010 and again in 2012 and 2017³. The Regulations translate Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (Habitats Directive) and 79/409/EEC (Birds Directive) into UK law. The purpose of HRA is to assess the impacts of a land-use plan against the conservation objectives of a European Site and to ascertain whether it would adversely affect the integrity of that site.
- 1.15 The HRA will be undertaken separately but the findings will be taken into account in the SA where relevant (for example to inform judgements about the likely effects of potential development locations on biodiversity).

Approach to Scoping

- 1.16 **Figure 1.3** below sets out the tasks involved in the Scoping stage.

Figure 1.3 Stages in SA Scoping

Stage A1: Setting out the policy context for the SA of the Greater Cambridge Local Plan i.e. key Government policies and strategies that influence what the Local Plan and the SA needs to consider.

Stage A2: Setting out the baseline for the SA of the Greater Cambridge Local Plan i.e. the current and likely future environmental, social and economic conditions in Greater Cambridge.

Stage A3: Drawing on A1 and A2, identify the particular sustainability problems and/or opportunities ('issues') that the Local Plan and SA should address.

Stage A4: Drawing on A1, A2 and A3, develop a framework of SA Objectives and assessment criteria to appraise the constituent parts of the Local Plan in isolation and in combination.

Stage A5: Consulting on the scope of the SA.

- 1.17 This Scoping Report fulfils the requirements set out above with a view to establishing the likely significant effects of constituent parts of the Local Plan in isolation and in combination. In accordance with national Planning Practice Guidance (PPG), published on-line by the Government, the Scoping Report should be proportionate and relevant to the Greater Cambridge Local Plan, focussing on what is needed to identify and assess the likely significant effects.

Meeting the Requirements of the SEA Regulations

- 1.18 **Table 1.1** below signposts the relevant sections of the Scoping Report that are considered to meet the SEA Regulations requirements (the remainder will be met during subsequent stages of the SA of the Greater Cambridge Local Plan). This

³ *The Conservation of Habitats and Species Regulations 2017* (Statutory Instrument 2017 No. 1012) consolidate the Conservation of Habitats and Species Regulations 2010 with subsequent amendments.

table will be included in the full SA Report at each stage of the SA to show how the requirements of the SEA Regulations have been met through the SA process.

Table 1.1 Meeting the Requirements of the SEA Regulations

SEA Regulations' Requirements	Covered in this Scoping Report?
Environmental Report	
<p>Where an environmental assessment is required by any provision of Part 2 of these Regulations, the responsible authority shall prepare, or secure the preparation of, an environmental report in accordance with paragraphs (2) and (3) of this regulation. The report shall identify, describe and evaluate the likely significant effects on the environment of:</p> <p>implementing the plan or programme; and</p> <p>reasonable alternatives taking into account the objectives and geographical scope of the plan or programme.</p> <p>(Regulation 12(1) and (2) and Schedule 2).</p>	<p>The full SA Report produced to accompany consultation on the Greater Cambridge Local Plan will constitute the 'environmental report' as well, and will be produced at a later stage in the SA process.</p>
<p>An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes.</p>	<p>Chapters 1 to 10.</p>
<p>The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.</p>	
<p>The environmental characteristics of areas likely to be significantly affected.</p>	
<p>Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC on the conservation of wild birds and the Habitats Directive.</p>	
<p>The environmental protection, objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental, considerations have been taken into account during its preparation.</p>	
<p>The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive effects, and secondary, cumulative and synergistic effects, on issues such as:</p> <p>(a) biodiversity;</p>	<p>Requirement will be met at a later stage in the SA process.</p>

SEA Regulations' Requirements	Covered in this Scoping Report?
<p>(b) population; (c) human health; (d) fauna; (e) flora; (f) soil; (g) water; (h) air; (i) climatic factors; (j) material assets; (k) cultural heritage, including architectural and archaeological heritage; (l) landscape; and (m) the interrelationship between the issues referred to in sub-paragraphs (a) to (l).</p>	
<p>The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.</p>	<p>Requirement will be met at a later stage in the SA process.</p>
<p>An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.</p>	<p>Requirement will be met at a later stage in the SA process.</p>
<p>A description of the measures envisaged concerning monitoring in accordance with regulation 17.</p>	<p>Requirement will be met at a later stage in the SA process.</p>
<p>A non-technical summary of the information provided under paragraphs 1 to 9.</p>	<p>Requirement will be met at a later stage in the SA process.</p>
<p>The report shall include such of the information referred to in Schedule 2 to these Regulations as may reasonably be required, taking account of:</p> <ul style="list-style-type: none"> current knowledge and methods of assessment; the contents and level of detail in the plan or programme; the stage of the plan or programme in the decision-making process; and the extent to which certain matters are more appropriately assessed at different levels in that process in order to avoid duplication of the assessment. <p>(Regulation 12 (3))</p>	<p>This Scoping Report and the Environmental Reports will adhere to this requirement.</p>
<p>Consultation</p>	

SEA Regulations' Requirements	Covered in this Scoping Report?
<p>When deciding on the scope and level of detail of the information that must be included in the environmental report, the responsible authority shall consult the consultation bodies.</p> <p>(Regulation 12(5))</p>	<p>This Scoping Report will be published for consultation with the three statutory bodies (the Environment Agency, Historic England, and Natural England), other stakeholders and the public.</p>
<p>Every draft plan or programme for which an environmental report has been prepared in accordance with regulation 12 and its accompanying report (“the relevant documents”) shall be made available for the purposes of consultation in accordance with the following provisions of this regulation.</p> <p>As soon as reasonable practical after the preparation of the relevant documents, the responsible authority shall:</p> <ul style="list-style-type: none"> send a copy of those documents to each consultation body; take such steps as it considers appropriate to bring the preparation of the relevant documents to the attention of the persons who, in the authority’s opinion, are affected or likely to be affected by, or have an interest in the decisions involved in the assessment and adoption of the plan or programme concerned, required under the Environmental assessment of Plans and Programmes Directive (“the public consultees”); inform the public consultees of the address (which may include a website) at which a copy of the relevant documents may be viewed, and the period within which, opinions must be sent. <p>The period referred to in paragraph (2) (d) must be of such length as will ensure that the consultation bodies and the public consultees are given an effective opportunity to express their opinion on the relevant documents.</p> <p>(Regulation 13 (1), (2), and (3))</p>	<p>Public consultation on the Local Plan and accompanying SA Reports will take place as the Local Plan develops.</p>
<p>Where a responsible authority, other than the Secretary of State, is of the opinion that a plan or programme for which it is the responsible authority is likely to have significant effects on the environment of another Member State, it shall, as soon as</p>	<p>Unlikely to be relevant to the Local Plan, as there will be no effects beyond the UK.</p>

SEA Regulations' Requirements	Covered in this Scoping Report?
<p>reasonable practicable after forming that opinion: notify the Secretary of State of its opinion and of the reasons for it; and supply the Secretary of State with a copy of the plan or programme concerned, and of the accompanying environmental report. (Regulation 14 (1))</p>	
Taking the environmental report and the results of the consultations into account in decision-making (relevant extracts of Regulation 16)	
<p>As soon as reasonably practicable after the adoption of a plan or programme for which an environmental assessment has been carried out under these Regulations, the responsible authority shall: make a copy of the plan or programme and its accompanying environmental report available at its principal office for inspection by the public at all reasonable times and free of charge. (Regulation 16(1))</p>	<p>Requirement will be met at a later stage in the SA process.</p>
<p>As soon as reasonably practicable after the adoption of a plan or programme: the responsible authority shall inform (i) the consultation bodies; (ii) the persons who, in relation to the plan or programme, were public consultees for the purposes of regulation 13; and (iii) where the responsible authority is not the Secretary of state, the Secretary of State, that the plan or programme has been adopted, and a statement containing the following particulars: how environmental considerations have been integrated into the plan or programme; how the environmental report has been taken into account; how opinions expressed in response to: (i) the invitation in regulation 13(2)(d); (ii) action taken by the responsible authority in accordance with regulation 13(4), have been taken into account; how the results of any consultations entered into under regulation 14(4) have been taken into account; the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and the measures that are to be taken to monitor the</p>	<p>Requirement will be met at a later stage in the SA process.</p>

SEA Regulations' Requirements	Covered in this Scoping Report?
significant environmental effects of the implementation of the plan or programme.	
Monitoring	
The responsible authority shall monitor the significant effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action. (Regulation 17(1))	Requirement will be met after adoption of the new Local Plan.

Structure of the Scoping Report

- 1.19 This chapter describes the background to the production of the Greater Cambridge Local Plan and the requirement to undertake SA and other assessment processes. The remainder of this Scoping Report is structured around a set of SA subject areas designed to draw out the full range of possible sustainability effects generated by the Greater Cambridge Local Plan, including all the SEA topics listed in Schedule 2 of the SEA Regulations (2004).
- 1.20 **Chapter 2** describes the relationship of the Greater Cambridge Local Plan with other plans and programmes. Each of the subsequent chapters set out the policy context and baseline for each SA subject area. The subject area chapters are as follows:
- **Chapter 3:** Population Growth, Health and Wellbeing.
 - **Chapter 4:** Economy.
 - **Chapter 5:** Transport Connections and Travel Habits.
 - **Chapter 6:** Air, Land and Water Quality.
 - **Chapter 7:** Climate Change Adaptation and Mitigation.
 - **Chapter 8:** Biodiversity.
 - **Chapter 9:** Historic Environment.
 - **Chapter 10:** Landscape.
- 1.21 SEA Guidance recognises that data gaps will exist, but suggests that where baseline information is unavailable or unsatisfactory, authorities should consider how it will affect their assessments and determine how to improve it for use in the assessment of future plans. Where there are data gaps in the baseline and forthcoming reports, these are highlighted in the text. The collection and analysis of baseline data is regarded as a continual and evolving process, given that information can change or be updated on a regular basis. Relevant baseline information will be updated during the SA process as and when data is published.
- 1.22 **Chapters 3 to 10** highlight the key sustainability issues for the Greater Cambridge plan area for each subject area and set out their likely evolution without the new jointly prepared Local Plan.

1.23 **Chapter 11** sets out the SA Framework and explains how this has been developed.

2 The current adopted Local Plans and relationship with other plans and programmes

The Existing Spatial Strategy

- 2.1 Cambridge City Council and South Cambridgeshire District Council are already pursuing a significant growth strategy, set out in their last round of plan making. A significant proportion of development is to be centred on the edges of Cambridge, as is shown within **Figure 2.1** below, complemented by a new settlement at Northstowe, to the north west of the city, a major extension to Cambourne to the west, and new settlements planned at Bourn Airfield, also to the west, and north of Waterbeach to the north, both of which are in the early stages of planning.

Cambridge Local Plan⁴

- 2.2 The spatial strategy for Cambridge sets out the City's approach to planning for a compact city through focusing new development in accessible locations, reusing previously developed land and completing the delivery of planned new urban neighbourhoods, and small Green Belt releases where exceptional circumstances exist. Sufficient land for housing, jobs and education/research, and supporting land uses to meet objectively assessed needs, is allocated at locations and in amounts compatible with a compact city strategy. Emphasis is placed on the need to provide strategic transport infrastructure with a focus on sustainable modes. Continued protection is given to the Cambridge Green Belt, the River Cam corridor and the setting of the historic city. A network of centres is defined to meet appropriate retail and services, and to secure the diversity, vitality and viability of the city centre and district and local centres.
- 2.3 The need for new housing in Cambridge is high and the Local Plan sets out how the objectively assessed need for 14,000 additional homes between 2011 and 2031 can be achieved. This is through development of sites within the urban area of Cambridge, sites on the edge of Cambridge including large-scale housing developments which are underway on sites at Trumpington Meadows, Clay Farm, Glebe Farm, the National Institute of Agricultural Botany (NIAB), and the University of Cambridge's North West Cambridge site and through two small Green Belt releases. The Councils agreed in a Memorandum of Understanding that the housing trajectories for both areas be considered together for the purposes of housing delivery, including calculations of 5 year housing land supply, and this is reflected in both the Cambridge Local Plan and the South Cambridgeshire Local Plan⁵.
- 2.4 South Cambridgeshire aims to bring together the economy, social and natural environments to ensure a sustainable future for the District over the period to 2031 and beyond. There will be considerable change, not least with significant

⁴ Cambridge City Council (2018) Cambridge Local Plan [online] Available at: <https://www.cambridge.gov.uk/media/6890/local-plan-2018.pdf>

⁵ South Cambridgeshire District Council (2018) South Cambridgeshire Local Plan [online] Available at: https://www.scambs.gov.uk/media/12740/south-cambridgeshire-adopted-local-plan-270918_sml.pdf

developments already planned at the new town of Northstowe and on the Cambridge fringes as well as in surrounding areas such as at Alconbury Enterprise Zone, and further major new developments to meet additional needs to 2031. As part of a sequential policy of encouraging a more sustainable pattern of living, only limited development to meet local needs will take place within villages in the District, with most of that limited development focussed into the larger, more sustainable villages. The emphasis will be on providing quality homes for all, including affordable housing to meet local needs, located where it has good access to services and facilities by sustainable modes of transport, to ensure the creation of sustainable and balanced communities. The major development sites include:

2.5 Edge of Cambridge:

- Trumpington Meadows – 600 homes, with planning permission as part of a wider development of 1,200 which includes land in Cambridge City Council's area.
- North West Cambridge – 1,155 homes in South Cambridgeshire with planning permission as part of a wider development of 3,000 homes which includes land in Cambridge City Council's area, to meet the needs of Cambridge University.
- Land between Huntingdon Road and Histon Road – named Darwin Green, originally allocated for 1,100 homes but the capacity assumption has been revised to 900 dwellings in the light of pre-application discussions to allow a more appropriate density of development. Policy SS/2 identifies a larger site boundary than in the Site Specific Policies DPD, bringing capacity to approximately 1,000 dwellings.
- Land north of Newmarket Road – Outline Planning permission granted in 2016 for development of approximately 1,300 homes.
- Land north of Cherry Hinton – The Cambridge East AAP identified that it may be possible for this area to come forward ahead of relocation of the airport. Policy SS/3 identifies 420 homes in South Cambridgeshire as part of a wider development of 1,200 homes which includes land in Cambridge City Council's area.

2.6 New settlements:

- Northstowe – a new town of 10,000 homes, the first phase of which was granted planning permission in 2014 for 1,500 homes and a development framework plan for the whole new settlement agreed at the same time. Phase 2, 3,500 homes, was granted outline planning permission in 2017.
- A new town north of Waterbeach for approximately 8,000 to 9,000 homes.
- A new village based on Bourn Airfield for approximately 3,500 homes.
- A major expansion of Cambourne for a fourth linked village of 1,200 homes, all of which by 2031. It should be noted that planning permission has been granted for a larger site at Cambourne West comprising 2,350 homes.




Figure 2.1: Spatial Strategy for
Greater Cambridge

-  Greater Cambridge
-  Railway Station
-  Railway Line
-  Motorway Junction
-  M11 Motorway
-  A Road
-  Guided Busway
-  Safeguarded Land
-  Major Development Site Allocated in the Adopted Local Plans
-  North East Cambridge

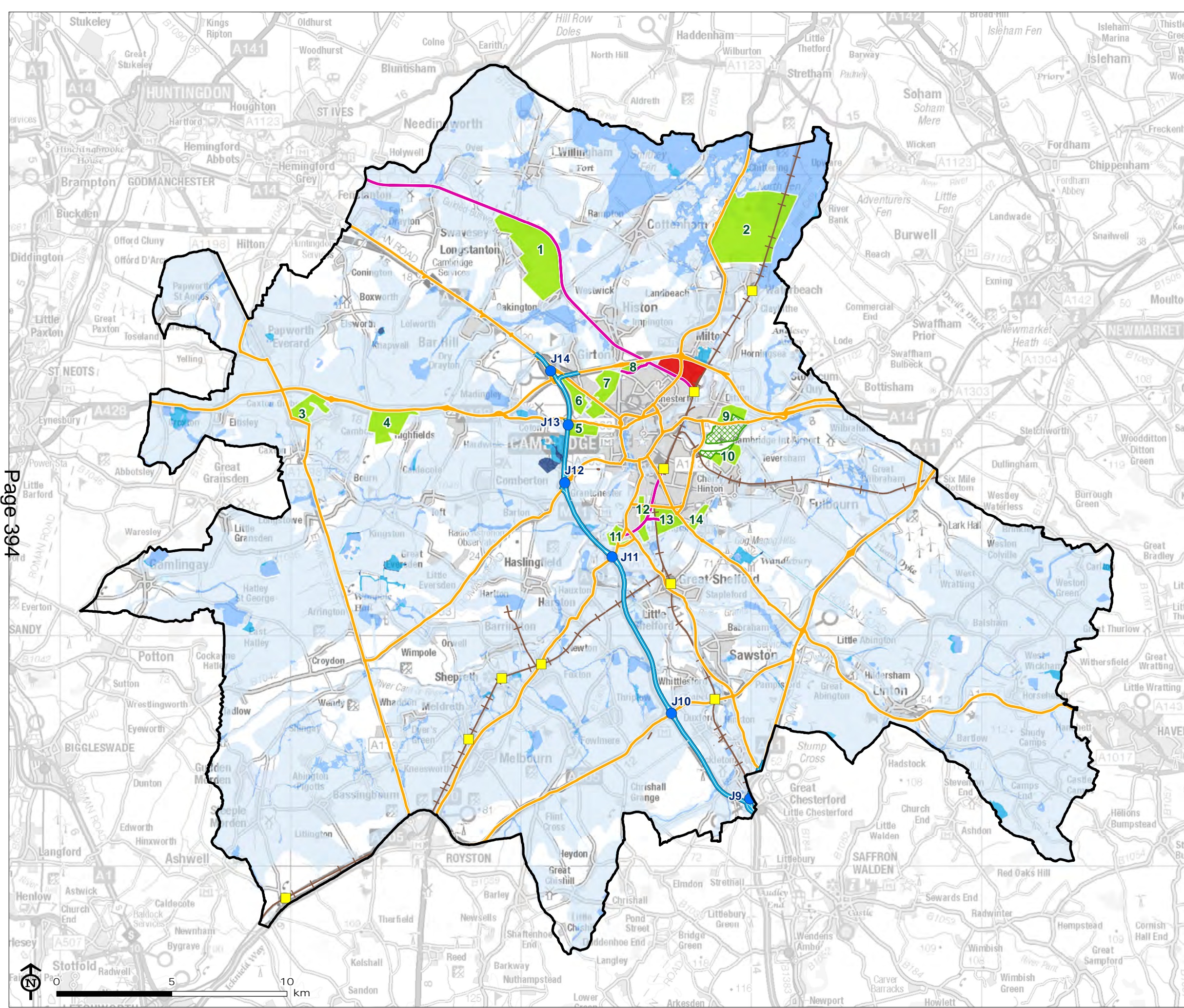
Cambridge & South Cambridge
Local Plans

1. Northstowe
2. New Town north of Waterbeach
3. Cambourne West
4. Bourn Airfield New Village
5. West Cambridge
6. North West Cambridge
7. Darwin Green
8. Orchard Park
9. Cambridge East – North of Newmarket Road
10. Cambridge East – North of Cherry Hinton
11. Trumpington Meadows
12. Clay Farm
13. Cambridge Biomedical Campus
14. Land at Worts Causeway

Number of Constraints*

-  1
-  2
-  3
-  4

*Constraints include BMV grades 1 & 2, SSSI, country park, SAC, ancient woodland, local nature reserve, registered parks & garden, scheduled monument, flood zones 2 & 3



Relationship with other Plans and Programmes

- 2.7 Schedule 2(1) of the SEA Regulations requires the SA to report upon the contents and main objectives of the plan or programme, and of “its relationship with other relevant plans and programmes”.

Key International Plans, Policies and Programmes

- 2.8 At the international level, Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (the ‘SEA Directive’) and Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the ‘Habitats Directive’) are particularly significant as they require Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) to be undertaken in relation to the emerging Local Plan. These processes should be undertaken iteratively and integrated into the production of the Local Plan in order to ensure that any potential negative environmental effects (including on international nature conservation designations) are identified and can be mitigated.
- 2.9 There are a wide range of other international agreements and EU Directives, which have been transposed into UK law and national policy, which are summarised in the relevant subject area chapters.

National Planning Policy Framework

- 2.10 The most significant national policy context for the Local Plan is the National Planning Policy Framework (NPPF) which was originally published in 2012 and revised in 2018, then again in 2019⁶. The Local Plan must be consistent with the requirements of the NPPF, which states:
- “Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.”
- 2.11 The NPPF sets out information about the purposes of local plan-making, stating that plans should:
- “Be prepared with the objective of contributing to the achievement of sustainable development;
 - Be prepared positively, in a way that is aspirational but deliverable;
 - Be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;
 - Contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;
 - Be accessible through the use of digital tools to assist public involvement and policy presentation; and
 - Serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area”.

⁶ Ministry of Housing, Communities and Local Government (2019) National Planning Policy Framework [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf

- 2.12 The NPPF requires local planning authorities to set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver:
- “Housing (including affordable housing), employment, retail, leisure and other commercial development;
 - Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
 - Community facilities (such as health, education and cultural infrastructure); and.
 - Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.”
- 2.13 The NPPF also promotes well-designed places and development, and plans should “at the most appropriate level, set out a clear design vision and expectations.”
- 2.14 Non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development, including qualitative aspects such as design of places, landscapes, and development.
- 2.15 The NPPF also states that:
- “Local plans and spatial development strategies should be informed throughout their preparation by a sustainability appraisal that meets the relevant legal requirements. This should demonstrate how the plan has addressed relevant economic, social and environmental objectives (including opportunities for net gains). Significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where significant adverse impacts are unavoidable, suitable mitigation measures should be proposed (or, where this is not possible, compensatory measures should be considered).”

Neighbourhood Plans

- 2.16 The Localism Act (2011) sought to move decision-making away from central government and towards local communities. Part of this included the introduction of Neighbourhood Planning.
- 2.17 Neighbourhood Plans must be consistent with the requirements of the NPPF and be in ‘general conformity’ with the Local Plan for the area. Once adopted, Neighbourhood Plans form part of the statutory development plan for the district or borough within which they are located. The NPPF sets out information about the purposes of Neighbourhood Plan-making, stating that:
- “Neighbourhood planning gives communities the power to develop a shared vision for their area.”
- 2.18 The NPPF also states that Neighbourhood Plans “can shape, direct and help to deliver sustainable development”, but they should not promote less development than set out in the strategic policies in a Local Plan covering the neighbourhood area or undermine those strategic policies. Within this context, Neighbourhood Plans typically include policies to deliver:
- Site allocations for small and medium-sized housing.

- The provision of infrastructure and community facilities at a local level.
- Establishing design principles.
- Conservation and enhancement of the natural and historic environment.

2.19 Within Cambridge City, no neighbourhood plans have yet been submitted or adopted. Within South Cambridgeshire, one neighbourhood plan has been formally adopted – the Greater Abington Former Land Settlement Association Estate Neighbourhood Plan, which was ‘made’ (formally adopted) in February 2019. Seventeen other Neighbourhood Areas have been designated by the Council and plans are at various stages of preparation.⁷

Local Plans in adjoining local authorities

2.20 Development in Greater Cambridge will not be delivered in isolation from those areas around it. The effect of delivering new development and supporting infrastructure will often be transmitted across administrative boundaries. As such it will be important to consider the cumulative effect of delivering new development with consideration for growth being proposed in neighbouring authority areas.

2.21 Greater Cambridge is bordered by the following local authority areas, for which the following Local Plan documents are currently adopted or are in preparation:

- To the south, Uttlesford District Council adopted the Uttlesford Local Plan in 2005. Following a Review, the new Uttlesford Local Plan (which will guide development up to 2033) was submitted for examination in January 2019.⁸ The Inspector’s report is expected in autumn 2019. The new document plans for the provision of over 14,000 new homes across the district by 2033. The emerging plan also sets out guidance for three new Garden Communities at Easton Park, West of Braintree and North Uttlesford. The latter of the three lies on the southern border of South Cambridgeshire and will provide for 5,000 homes.
- To the east, St Edmundsbury Borough Council adopted the St Edmundsbury Local Plan in December 2010, to guide development up to 2031.⁹ The Core Strategy requires the provision of a minimum of 10,000 homes between 2011 and 2021, with the towns of Bury St Edmunds and Haverhill to be the focus of development (the latter lies on the eastern edge of South Cambridgeshire District). In April 2019 the Borough Council joined with Forest Heath District Council to develop the emerging West Suffolk Local Plan, which is in the early stages of preparation and adoption is currently planned for 2023.
- To the north east, East Cambridgeshire District Council adopted the East Cambridgeshire Local Plan in April 2015.¹⁰ The Local Plan was undergoing review when in February 2019 the Council formally withdrew the emerging plan. As such the 2015 Plan remains in place, which sets out plans for the provision of 11,500 new homes, with the majority focused on the market towns of Ely, Soham and Littleport.

⁷ <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/neighbourhood-planning/neighbourhood-plans/>

⁸ https://www.uttlesford.gov.uk/media/8248/Uttlesford-Regulation-19-Pre-submission-Local-Plan/pdf/Reg_19_local_plan_21.06.18_low_res_for_web.pdf

⁹ https://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/upload/Core-Strategy-December-2010.pdf

¹⁰ https://www.eastcambs.gov.uk/sites/default/files/Local%20Plan%20April%202015%20-%20front%20cover%20and%20inside%20front%20cover_0.pdf

- To the north west, Huntingdonshire District Council adopted its existing Local Plan in May 2019, which covers the period up to 2036,¹¹ replacing the previous Core Strategy adopted in 2009. The plan sets out provision of 20,100 new homes in the District, and directs development to two strategic expansion locations in Alconbury (4,225 homes) and St Neots East (3,265 homes), with the latter lying close to the western boundary of South Cambridgeshire.
- To the south west, the emerging Central Bedfordshire Local Plan¹² was submitted for Examination in April 2018 and hearings concluded in July 2019. Once adopted the plan is set to guide development until 2035 and originally planned for 20-30,000 new homes, however this provision was scaled back during consultation to up to 20,000 homes. The plan will replace the existing South Bedfordshire Local Development Framework (adopted in 2004) and the North Bedfordshire Local Development Framework (adopted in 2009).
- To the south, the existing North Hertfordshire Local Development Plan was adopted in 1996. The emerging Local Plan set to replace it was submitted for Examination in June 2017 and hearings concluded in March 2018. Once adopted, the new plan¹³ will cover the period 2011-2031 and sets out provision for at least 14,000 new homes, the majority of which will be provided in the Stevenage area.
- To the south east, the emerging Braintree Local Plan¹⁴ was submitted to the Planning Inspectorate on 9th October 2017 along with minor modifications made post consultation. Once adopted the plan is set to guide development until 2033. The Local Plan consists of two parts: Section 1, which is shared with other North Essex authorities and is currently undergoing Examination, and Section 2, which is specific to Braintree.

Oxford-Cambridge Arc

- 2.22 In March 2016, the National Infrastructure Commission was asked by the Government to consider how to maximise the potential of the Cambridge – Milton Keynes – Oxford corridor as a single, knowledge-intensive cluster that competes on a global stage, protecting the area’s high quality environment, and securing the homes and jobs that the area needs. The Oxford-Cambridge Arc forms a broad arc around the north and west of London’s Green Belt, encompassing Northampton, Daventry and Wellingborough to the north, and Luton and Aylesbury to the south.
- 2.23 The Commission identified opportunities to create well-designed, well-connected new communities and deliver one million new homes and jobs in the area by 2050, while respecting the natural environment and without making changes to existing Green Belt protections. Central to achieving this vision are completion of the new East-West Rail line connecting Oxford and Cambridge by 2030 and accelerating the development and construction of the Oxford-Cambridge Expressway¹⁵.
- 2.24 The Government has recently published a paper setting out their ambitions for the Arc (the geographical area located between Oxford and Cambridge) together with a joint declaration agreed by local authorities and local enterprise partnerships across

¹¹ <https://www.huntingdonshire.gov.uk/media/3872/190516-final-adopted-local-plan-to-2036.pdf>

¹² https://www.centralbedfordshire.gov.uk/migrated_images/pre-submission-local-plan-compressed-v2_tcm3-27081.pdf

¹³ <https://www.north-herts.gov.uk/sites/northherts-cms/files/LP1%20Proposed%20Submission%20Local%20Plan.pdf>

¹⁴ https://www.braintree.gov.uk/info/200230/local_development_framework_and_planning_policy/701/new_local_plan

¹⁵ National Infrastructure Commission (Nov 2017) Partnering for Prosperity: a new deal for the Cambridge – Milton Keynes – Oxford Arc

the area. The Government wishes to maximise the economic potential of the Arc. To achieve this it will require a substantial increase in the delivery of new homes and substantial investment in new infrastructure and technology. The Government has given a clear commitment that this will not be at the expense of the environment.

2.25 The joint declaration sets out four thematic areas:

- **Productivity** – supporting businesses to maximise the Arc’s economic prosperity, including through the skills needed to enable communities to benefit from the jobs created.
- **Place-making** – creating places valued by local communities, including the delivery of sufficient, affordable and high-quality homes, to increase affordability and support growth in the Arc, as well as wider services including health and education.
- **Connectivity** – delivering the infrastructure communities need, including transport and digital connectivity, as well as utilities.
- **Environment** – ensuring ambitions for growth are met and leaving the environment in a better state for future generations.

2.26 The Government will be preparing, with local stakeholders, a spatial vision or strategy for the Arc as a whole¹⁶.

Cambridgeshire and Peterborough Minerals and Waste Local Plan

2.27 The 2011 Minerals and Waste Plan notes the significant growth planned for the Cambridgeshire and Peterborough region will require the raw materials to support this growth, and to manage the waste created by new development. The Vision outlines that, to deliver the growth agenda, there will be an increased use of recycled and secondary aggregates in preference to 'land won' materials. However, where this is not practicable, a steady supply of minerals will be maintained in the form of sand and gravel and brick clay (bricks). In particular major infrastructure projects, such as improvements to the A14, will be facilitated through the supply of minerals. Within the Greater Cambridge area, the dominant minerals are sand and gravel and chalk, with brick clay more dominant around Peterborough.

2.28 The Plan describes how a 'realistic approach' will be taken to minerals in order to deliver greater certainty to the industry and to local communities, and that economic mineral resource will be safeguarded by designating Mineral Safeguarding Areas (MSAs) to avoid needless sterilisation.

2.29 Finally the Vision notes that as mineral extraction progresses across the area, particularly in respect of sand and gravel, there may be restoration of workings, providing for biodiversity, amenity and recreational uses.¹⁷

2.30 Currently, Cambridgeshire County Council and Peterborough City Council are in the process of reviewing their joint Minerals and Waste Development Plan. The consultation on the Further Draft Cambridgeshire and Peterborough Minerals and

¹⁶ Ministry of Housing, Communities and Local Government (2019) The Oxford-Cambridge Arc [Online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/799993/OxCam_Arc_Ambition.pdf

¹⁷ Cambridgeshire County Council and Peterborough City Council (2011) Cambridgeshire and Peterborough Minerals and Waste Development Plan: Core Strategy [Online] Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/business/planning-and-development/Core_Strategy_Adopted_19July_2011.pdf?inline=true

Waste Plan ran from 15 March to 9 May 2019. Once adopted it will replace the current Minerals and Waste Local Plan.

Cambridgeshire and Peterborough Strategic Spatial Framework

- 2.31 The Cambridgeshire and Peterborough Authorities have agreed to create a non-statutory spatial framework to support delivery of more than 90,000 new jobs and over 100,000 new homes by 2036, and to establish the area's future growth needs and ambitions beyond that to 2050. The document aims to set out how the Combined Authority will support the implementation of development strategies in Local Plans to 2036, define the Combined Authority's ambitions and indicate opportunities for the development of the spatial framework and signal how Cambridgeshire and Peterborough authorities are working collaboratively and strategically to achieve growth.
- 2.32 The Plan aims to address the strategic spatial issues through five ambitions: becoming the UK's capital of innovation and productivity; healthy, thriving and prosperous communities; access to a good job within easy reach of home; a workforce for the modern world founded on investment in skills and education; and environmentally sustainable.¹⁸

Cambridgeshire Local Transport Plan

- 2.33 In May 2017 a Mayor was directly elected and the Cambridgeshire and Peterborough Combined Authority was formed as part of a devolution deal agreed with central Government. This authority has strategic transport powers and the Mayor sets out the overall regional transport strategy. Currently, while the full plan is emerging, an interim document, formed from an amalgamation of the two County Council Local Transport Plans, outlines strategic priorities.¹⁹
- 2.34 The interim Plan recognises the significance of transport in the growing economy. It summarises the Cambridgeshire Local Transport Plan (LTP3), which deals with major challenges including: a dispersed rural population and accessibility challenges; providing sustainable, viable and attractive alternatives to the private car; addressing the causes of road accidents; reducing the length of commutes; and minimising the environmental impact of transport. The user hierarchy for both plans prioritise pedestrians, cyclists and public transport users.
- 2.35 The emerging joint Local Transport Plan will seek to address historic deficits in transport investment, challenge traditional approaches and move toward a fully integrated, multi-modal transport system to support more active travel choices.

¹⁸ Cambridgeshire and Peterborough Combined Authority (undated) Cambridgeshire and Peterborough Strategic Spatial Framework (Non Statutory) Towards a Sustainable Growth Strategy to 2050 [online] Available at: <https://www.cambridgeshirepeterborough-ca.gov.uk/assets/Combined-Authority/Item-2.1-Appendix-1-280318.pdf>

¹⁹ Cambridgeshire & Peterborough Combined Authority (2017) Interim Local Transport Plan [Online] Available at: <https://www.cambridgeshirepeterborough-ca.gov.uk/assets/Transport/Interim-Transport-Plan-170628.pdf>

3 Population, Health and Wellbeing

Policy Context

International

- 3.1 **United Nations Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters** (the 'Aarhus Convention') (1998): Establishes a number of rights of the public (individuals and their associations) with regard to the environment. The Parties to the Convention are required to make the necessary provisions so that public authorities (at national, regional or local level) will contribute to these rights to become effective.
- 3.2 **United Nations Declaration on Sustainable Development (Johannesburg Declaration)** (2002): Sets a broad framework for international sustainable development, including building a humane, equitable and caring global society aware of the need for human dignity for all, renewable energy and energy efficiency, sustainable consumption and production and resource efficiency.
- 3.3 **European Environmental Noise Directive** (2002): Sets out a hierarchy for the avoidance, prevention and reduction in adverse effects associated with environmental noise, including noise generated by road and rail vehicles, infrastructure, aircraft and outdoor, industrial and mobile machinery.

National

- 3.1 National Planning Policy Framework (NPPF)²⁰ sets out the following:
 - The NPPF promotes healthy, inclusive and safe places which promote social integration, are safe and accessible, and enable and support healthy lifestyles.
 - One of the core planning principles is to “take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community”.
 - Local plans should “contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible”. To determine the minimum number of homes needed strategic policies should be informed by the application of the standard method set out in national planning guidance, or a justified alternative approach.
 - “A network of high quality open spaces and opportunities for sport and recreation is important for the health and well-being of communities”.
 - “Good design is a key aspect of sustainable development” and requires development supported by planning decisions to function well and add to the overall quality of the area over its lifetime. Planning decisions should result in development which is of a quality which incorporates good architecture and appropriate and effective landscaping as to promote visual attractiveness, raises

²⁰ Ministry of Housing, Communities and Local Government (2019) National Planning Policy Framework [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf

the standard more generally in the area, and addresses the connections between people and places.

- The promotion of retaining and enhancing of local services and community facilities in villages, such as local shops, meeting places, sports, cultural venues and places of worship.
- Developments should create safe and accessible environments where crime and disorder, and fear of crime, do not undermine quality of life or community cohesion.
- There is a need to take a “proactive, positive and collaborative approach” to bring forward development that will “widen choice in education”, including sufficient choice of school places.
- Paragraph 72 states that “The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed and supported by the necessary infrastructure and facilities”. As such the NPPF provides support for the identification of locations which are suitable for this type of development in a manner which would help to meet needs identified in a sustainable way.

3.2 National Planning Practice Guidance (PPG)²¹ sets out the following:

- Local planning authorities should ensure that health and wellbeing, and health infrastructure, are considered in local and neighbourhood plans and in planning decision making.

3.3 **Select Committee on Public Service and Demographic Change Report: Ready for Ageing?**²²: warns that society is underprepared for the ageing population. The report states that “longer lives can be a great benefit, but there has been a collective failure to address the implications and without urgent action this great boon could turn into a series of miserable crises”. The report highlights the under provision of specialist housing for older people and the need to plan for the housing needs of the older population as well as younger people.

3.4 **Fair Society, Healthy Lives**²³: Investigated health inequalities in England and the actions needed in order to tackle them. Subsequently, a supplementary report was prepared providing additional evidence relating to spatial planning and health on the basis that there is “overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor health and health inequalities”.

3.5 **Planning Policy for Traveller Sites**²⁴: Sets out the Government’s planning policy for traveller sites, replacing the older version published in March 2012. The Government’s overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.

²¹ Department for Communities and Local Government (2016) National Planning Practice Guidance [online] Available at: <https://www.gov.uk/government/collections/planning-practice-guidance>

²² Select Committee on Public Service and Demographic Change (2013) Ready for Ageing? [online] Available at: <https://publications.parliament.uk/pa/ld201213/ldselect/ldpublic/140/140.pdf>

²³ The Marmot Review (2011) Fair Society, Healthy Lives. [online] Available at: <http://www.parliament.uk/documents/fair-society-healthy-lives-full-report.pdf>

²⁴ Department for Communities and Local Government (2015) Planning policy for traveller sites [online] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf

- 3.6 **Laying the foundations: a housing strategy for England**²⁵: Aims to provide support to deliver new homes and improve social mobility.
- 3.7 **Healthy Lives, Healthy People: Our strategy for public health in England**²⁶: Sets out how the Government's approach to public health challenges will:
- Protect the population from health threats – led by central government, with a strong system to the frontline.
 - Empower local leadership and encourage wide responsibility across society to improve everyone's health and wellbeing, and tackle the wider factors that influence it.
 - Focus on key outcomes, doing what works to deliver them, with transparency of outcomes to enable accountability through a proposed new public health outcomes framework.
 - Reflect the Government's core values of freedom, fairness and responsibility by strengthening self-esteem, confidence and personal responsibility; positively promoting healthy behaviours and lifestyles; and adapting the environment to make healthy choices easier.
 - Balance the freedoms of individuals and organisations with the need to avoid harm to others, use a 'ladder' of interventions to determine the least intrusive approach necessary to achieve the desired effect and aim to make voluntary approaches work before resorting to regulation.
- 3.8 **A Green Future: Our 25 Year Plan to Improve the Environment**²⁷: Sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. It identifies six key areas around which action will be focused. Those of relevance to this chapter are: using and managing land sustainably; and connecting people with the environment to improve health and wellbeing. Actions that will be taken as part of these two key areas are as follows:
- Using and managing land sustainably:
 - Embed an 'environmental net gain' principle for development, including housing and infrastructure.
 - Connecting people with the environment to improve health and wellbeing:
 - Help people improve their health and wellbeing by using green spaces including through mental health services.
 - Encourage children to be close to nature, in and out of school, with particular focus on disadvantaged areas.
 - 'Green' our towns and cities by creating green infrastructure and planting one million urban trees.

²⁵ HM Government (2011) Laying the Foundations: A Housing Strategy for England [online] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7532/2033676.pdf

²⁶ HM Government (2010) Healthy Lives, Healthy People: Our strategy for public health in England [online] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/216096/dh_127424.pdf

²⁷ HM Government (2018) A Green Future: Our 25 Year Plan to Improve the Environment [online] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/673203/25-year-environment-plan.pdf

- Make 2019 a year of action for the environment, working with Step Up To Serve and other partners to help children and young people from all backgrounds to engage with nature and improve the environment.

Sub-national

- 3.9 **Homes for our future: Greater Cambridge Housing Strategy 2019-2023²⁸**: Sets out the strategic direction for housing activity in Cambridge City and South Cambridgeshire District. Its purpose is to set the context as to how both councils aim to meet the housing challenges facing the area, setting out key priorities for action. These include:
- Increasing the delivery of homes, including affordable housing, along with sustainable transport and other infrastructure, to meet housing need.
 - Diversifying the housing market & accelerating housing delivery.
 - Achieving a high standard of design and quality of new homes and communities.
 - Improving housing conditions and making best use of existing homes.
 - Promoting health and wellbeing through housing.
 - Preventing and tackling homelessness and rough sleeping.
 - Working with key partners to innovate and maximise resources available.
- 3.10 **South Cambridgeshire Empty Homes Strategy 2012-2016²⁹**: Aims to clearly set out: the current situation of empty homes in South Cambridgeshire; their work so far to bring empty homes back into use; their future priorities for tackling empty homes; when they will achieve this; and how.
- 3.11 **South Cambridgeshire Homelessness Strategy 2018-2023³⁰**: Identifies four themes that need to be taken forward over the 5 year period: working closer with partner agencies to prevent homelessness; new private rent initiatives; access to information; and access to accommodation and support.
- 3.12 **Cambridge Anti-Poverty Strategy 2017-2020³¹**: Aims to improve the standard of living and daily lives of those residents in Cambridge who are currently experiencing poverty; and to help alleviate issues that can lead households on low incomes to experience financial pressures.
- 3.13 **Cambridgeshire Strategy for Supporting New Communities³²**: Sets out three visions that provide the foundation to the strategy:
- Ensure that infrastructure in new communities is designed to meet the needs of the community now and in the future.
 - Support the development of a self-supporting, healthy and resilient community by helping to build people's capacity to help themselves and

²⁸ Greater Cambridge (2019) Homes for our future: Greater Cambridge Housing Strategy 2019-2023 [online] Available at: <https://www.scambs.gov.uk/media/13250/greater-cambridge-housing-strategy-2019-2023.pdf>

²⁹ South Cambridgeshire District Council (2012) Empty Homes Strategy 2012-2016 [online] Available at: <https://www.scambs.gov.uk/media/5717/empty-homes-strategy-2012-2016.pdf>

³⁰ South Cambridgeshire District Council (2019) Homelessness Strategy 2018-2023 [online] Available at: <https://www.scambs.gov.uk/media/13206/homelessness-strategy.pdf>

³¹ Cambridge City Council (2017) Anti-Poverty Strategy 2017-2020 [online] Available at: https://www.cambridge.gov.uk/media/3814/170920_revised_anti-poverty_strategy_2017-2020_-_final_v2.pdf

³² Cambridgeshire County Council (2015) Strategy for Supporting New Communities 2015-2020 [online] Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/business/planning-and-development/CCC_Supporting_New_Communities_Strategy_Final.pdf?inline=true

others in order to create a good place to live, improve outcomes, support economic prosperity and make people less reliant on public services.

- Ensure that where people's needs are greater than can be met within community resources they are supported by the right services and are helped to return to independence.

- 3.14 **South Cambridgeshire Design Guide SPD (2010)**³³: Produced to expand on district-wide policies and ensure that design is an integral part of the development process, in a way that respects the local context. An emerging SPD for Greater Cambridge is currently undergoing consultation and will replace the existing SPD when adopted.
- 3.15 **Cambridge Sustainable Design and Construction SPD (2007)**³⁴: Produced to provide guidance on the policies within the Cambridge Local Plan 2006 that relate to sustainability. An emerging SPD for Greater Cambridge is currently undergoing consultation and will replace the existing SPD when adopted.
- 3.16 **Cambridgeshire Green Infrastructure Strategy (2011)**³⁵: Outlines how the broader historic environment makes an important contribution to sense of places, sense of time and local identity and distinctiveness. The challenges highlighted including the impact of farming, the impact of climate change and development, lack of visibility of some assets, and conflicts between conservation and public access.
- 3.17 **South Cambridgeshire Recreation and Open Space Study (2013)**³⁶: Provides an audit of the quantity and quality of existing provision in the district and assesses the need for future provision.
- 3.18 **Cambridge Open Space and Recreation Strategy (2011)**³⁷: Discusses the findings of the Open Space and Recreation Assessment. It breaks the information down by ward and provides data on the deficits in each ward and the ward's strengths and weaknesses in terms of open space provision. It also discusses the level of provision proposed in the urban extensions to the City, which have not been assessed in this Strategy, as they have not yet been delivered on site.
- 3.19 **Greater Cambridge Playing Pitch Strategy 2015-2031**³⁸: Aims to provide accessible community sport and leisure facilities for swimming, fitness and sports hall sports/activities for all residents. This includes both formal and informal spaces.
- 3.20 **Greater Cambridge Indoor Sports Facility Strategy 2015-2031**³⁹: The vision for future provision of sport and leisure facilities is: 'to enable opportunities for increased and more regular physical activity, particularly from those in areas of deprivation, and in new settlements, to improve community health and well-being,

³³ South Cambridgeshire District Council (2010) District Design Guide [online] Available at: <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/district-design-guide-spd/>

³⁴ Cambridge City Council (2007) Sustainable Design and Construction SPD [online] Available at: https://www.cambridge.gov.uk/media/2355/sustaincomspd_web.pdf

³⁵ Cambridgeshire Green Infrastructure Forum (2011) Green Infrastructure Strategy [online] Available at: <https://www.cambridge.gov.uk/media/2557/green-infrastructure-strategy.pdf>

³⁶ South Cambridgeshire District Council (2013) Recreation and Open Space Study [online] Available at: <https://www.scambs.gov.uk/media/10290/recreation-open-space-study-2013.pdf>

³⁷ Cambridge City Council (2011) Open Space and Recreation Strategy [online] Available at: <https://www.cambridge.gov.uk/media/2467/open-space-and-recreation-strategy-2011.pdf>

³⁸ Cambridge City Council and South Cambridgeshire District Council (2016) Playing Pitch Strategy [online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/RD-CSF/rd-csf-190.pdf>

³⁹ Cambridge City Council and South Cambridgeshire District Council Indoor Sports Facilities Strategy 2015-2031 (2016) [online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/RD-CSF/rd-csf-200.pdf>

by facilitating provision of, and access to, a range of quality, accessible and sustainable facilities in Cambridge and South Cambridgeshire District’.

- 3.21 **South Cambridgeshire Services and Facilities Study (2014)**⁴⁰: Aims to collate services and facilities data for all settlements within the district to provide and document an evidence base for the review of the settlement hierarchy and for future community/neighbourhood planning.
- 3.22 **Air Quality Action Plan for the Cambridgeshire Growth Areas (2009)**⁴¹: Reviewed all existing air quality information across the regions, identified the key causes in each management area and assessed the necessary actions needed to improve pollutant levels in those areas.
- 3.23 **Cambridge City Council Air Quality Action Plan 2018-2023 (2019 update)**⁴²: Sets out Cambridge City Council’s priority actions for improving areas of poor air quality in the city and maintaining a good level of air quality in a growing city.
- 3.24 **South Cambridgeshire Local Air Quality Strategy 2008-2013**⁴³: Sets out three objectives for the long term vision of the Council which include: enhance quality of life and build a sustainable South Cambridgeshire where everyone is proud to live and work, work in partnership to manage growth to benefit everyone in South Cambridgeshire now and in the future and deliver high quality services that represent best value and are accessible to all out community.
- 3.25 **Cambridge City Council Contaminated Land Strategy (2009)**⁴⁴: Builds on the City Council’s Medium Term Objectives which include:
- To promote Cambridge as a sustainable city, in particular by reducing carbon dioxide emissions and the amount of waste going into landfill in the City and sub-region.
 - Ensure that residents and other service users have an entirely positive experience of dealing with the Council.
 - Maintain a healthy, safe and enjoyable city for all, with thriving and viable neighbourhood.
 - Lead the growth of Cambridge to achieve attractive, sustainable new neighbourhoods, including affordable housing, close to a good range of facilities, and supported by transport networks so that people can opt not to use the car.
- 3.26 **South Cambridgeshire Contaminated Land Strategy (2001)**⁴⁵: Sets out South Cambridgeshire District Council’s strategy on how it proposes to identify contaminated land within its boundaries. It supports the following objectives:
- Maintaining, improving and developing sympathetically the character, environment, economy and social fabric of our villages.

⁴⁰ South Cambridgeshire District Council (2014) Services and Facilities Study [online] Available at: <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/stages-in-the-preparation-of-the-local-plan-2018/services-and-facilities-study/>

⁴² Cambridge City Council (2018) Air Quality Action Plan 2018-2023, Version 2, 2019 update [online] Available at: <https://www.cambridge.gov.uk/media/3451/air-quality-action-plan-2018.pdf>

⁴² Cambridge City Council (2018) Air Quality Action Plan 2018-2023, Version 2, 2019 update [online] Available at: <https://www.cambridge.gov.uk/media/3451/air-quality-action-plan-2018.pdf>

⁴³ South Cambridgeshire District Council (2008) Local Air Quality Strategy 2008-2013 [online] Available at: <https://www.scambs.gov.uk/media/6728/air-quality-strategy.pdf>

⁴⁴ Cambridge City Council (2009) Contaminated Land Strategy [online] Available at: <https://www.cambridge.gov.uk/media/3025/contaminated-land-strategy.pdf>

⁴⁵ South Cambridgeshire District Council (2001) Contaminated Land Strategy [online] Available at: <https://www.scambs.gov.uk/media/7919/contaminatedlandstrategy-2001-final-version.pdf>

- Promoting a healthier environment to enable our communities to lead healthier lives, by its own actions and active partnership with others.
- Working towards a more sustainable future for everyone living and working in South Cambridgeshire, balancing the needs of the present and future generations.

3.27 **Cambridge & South Cambridgeshire Sustainable Development Strategy (2012)**⁴⁶: Reviews what sustainable development means in the context of Cambridge and South Cambridgeshire and to ensure that the sustainability of different broad spatial options for locating new developments are assessed.

3.28 **Cambridge & South Cambridgeshire Infrastructure Delivery Study (2015)**⁴⁷: aims to assess the infrastructure requirements, costs and known funding relating to planned growth, particularly the strategic sites, and identify any phasing issues that might affect the proposed growth and advice on the future delivery of infrastructure needed to support the planned growth.

Current Baseline

Population

- 3.29 Greater Cambridge consists of Cambridge City and South Cambridgeshire District. Cambridge covers an area of approximately 4,070 hectares and is located on the River Cam about 60 miles north-east of London. Cambridge has a population density of 30.4 persons per hectare, significantly higher than that of the rest of the County which has an average density of 2 persons per hectare. Cambridge is the main settlement within a rapidly growing sub-region.⁴⁸ South Cambridgeshire covers an area of 90,163 hectares and has a population density of 1.6 persons per hectare, below the County's average.⁴⁹ South Cambridgeshire is located centrally in the East of England region at the junction of the M11/A14 roads and with direct rail access to London and to Stansted Airport. South Cambridgeshire is a largely rural district which surrounds the city of Cambridge and comprises over 100 villages, none currently larger than 8,000 persons. It is surrounded by a ring of market towns just beyond its borders, which are generally 10-15 miles from Cambridge.⁵⁰
- 3.30 The 2011 Census demonstrates that ethnic minorities constituted around 17.5% of the total population of Cambridge. People of Asian ethnicity were the largest group in the city (7.4%) next to those of white ethnicity, followed by Chinese (3.6%), those of mixed ethnicity (3.2%) and those of black ethnicity (1.7%).⁵¹ In South Cambridgeshire there is a very high proportion of white ethnicity (93.3%). Some 5%

⁴⁶ Cambridgeshire & Peterborough Joint Strategic Planning Unit (2012) Sustainable Development Strategy [online] Available at: <https://www.cambridge.gov.uk/media/2531/sustainable-development-strategy-review.pdf>

⁴⁷ Cambridge City Council & South Cambridgeshire District Council (2015) Infrastructure Delivery Study [online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/rd-mc-080.pdf>

⁴⁸ Cambridge City Council (2019) Authority Monitoring Report 2018 [online] Available at: <https://www.cambridge.gov.uk/media/6981/authority-monitoring-report-2018.pdf>

⁴⁹ UK Census Data (2011) South Cambridgeshire [online] Available at: <http://www.ukcensusdata.com/south-cambridgeshire-e07000012#sthash.wX4JIA0f.dpbs>

⁵⁰ South Cambridgeshire District Council (2018) South Cambridgeshire Local Plan [online] Available at: https://www.scambs.gov.uk/media/12740/south-cambridgeshire-adopted-local-plan-270918_sml.pdf

⁵¹ Cambridge City Council (2019) Authority Monitoring Report 2018 [online] Available at: <https://www.cambridge.gov.uk/media/6981/authority-monitoring-report-2018.pdf>

of the population is mixed ethnicity, 3.7% is of Asian ethnicity and 0.9% is of black ethnicity.⁵²

- 3.31 The latest population estimates put the population of Cambridge at 125,758 and South Cambridgeshire at 157,519 for 2018.⁵³ The population of Greater Cambridge is expected to increase by 26% between 2011 and 2031. The demographic profile is also changing, with the proportion of those aged over 65 significantly increasing, especially within South Cambridgeshire. At the other end of the spectrum, Cambridge has one of the ‘youngest’ populations in the country. People aged 24 and under, including students, make up around 37% of the City’s population.⁵⁴ In the 2016/17 year (most recent figures available), 19,529 people studied at the University of Cambridge in comparison to 19,320 in 2015/16. Anglia Ruskin University has however seen a decline in its student population, from 11,397 in 2016/17 to 9,425 in 2017/18.⁵⁵
- 3.32 The average age of people in South Cambridgeshire is 40, compared to Cambridge where the average age is 36.⁵⁶ However, as the population of the County increases, so will the number of older people. Countywide, the number of people aged 65+ is expected to increase by 54% by 2021 although again there are variations across the districts with the greatest increase being seen in South Cambridgeshire with 80%.⁵⁷

Housing

Provision and affordability

- 3.33 Sustained population and employment growth has led to a housing shortage within Cambridge, with high house prices and low levels of housing affordability. Cambridge is frequently ranked as one of the most unaffordable places to live within the UK. The Greater Cambridge housing trajectory published in December 2017 shows that it is not anticipated that there will be a surplus in terms of delivery over and above that required to meet the housing requirements in the Local Plans until 2020/2021 as major sites begin to deliver.⁵⁸
- 3.34 In the year to March 2019, house sales were down by 20%, since 2015, in Cambridge in line with the decline in London, with a decrease in housing sales and valuations from 1,299 to 1,029. Over the same time period, Cambridge’s average price based on sales and valuation has increased from £524,192 to £528,517, while in South Cambridgeshire the average price has decreased from £430,376 to £423,541. This drop represented the largest in the region. Cambridge and South Cambridgeshire average prices of ‘real’ sales is well above the other districts, and

⁵² NOMIS (2011) Local Area Report [online] Available at: <https://www.nomisweb.co.uk/reports/localarea?compare=E07000012>

⁵³ ONS (2018) Population Estimates for UK, England and Wales, Scotland and Northern Ireland: Mid-2018 [online] Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland>

⁵⁴ Greater Cambridge (2019) Homes for our future: Greater Cambridge Housing Strategy 2019-2023 [online] Available at: <https://www.scambs.gov.uk/media/13250/greater-cambridge-housing-strategy-2019-2023.pdf>

⁵⁵ Cambridge City Council (2019) Authority Monitoring Report 2018 [online] Available at: <https://www.cambridge.gov.uk/media/6981/authority-monitoring-report-2018.pdf>

⁵⁶ Census Demographics (2018) [online] Available at: <http://localstats.co.uk/census-demographics/england/east-of-england/cambridge>

⁵⁷ Cambridgeshire County Council (2015) Cambridgeshire Local Transport Plan 2011-2031 [online] Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The_Local_Transport_Plan_3%20%281%29.pdf?inline=true

⁵⁸ Cambridge City Council (2019) Authority Monitoring Report 2018 [online] Available at: <https://www.cambridge.gov.uk/media/6981/authority-monitoring-report-2018.pdf>

significantly higher than the regional and national averages.⁵⁹ The highest values in Cambridge are on the fringes of the city centre, particularly towards the south and west. For South Cambridgeshire, the values are higher in the south of the authority and lower to the north.

3.35 Cambridge and South Cambridgeshire are some of the least affordable areas in the country outside of London. They stand out in the East of England as areas with particularly constrained affordability. In Cambridge the median house price is now 12.2 times the median income of those working in the area, compared with 9.3 in South Cambridgeshire and 7.5 nationally. Although the level of new market supply is high it is not well aligned with local incomes, with most homes only affordable for those with incomes of £45,000 or more.⁶⁰ The net affordable housing need for Cambridge is 10,402 homes and 5,573 homes for South Cambridgeshire, a total of 15,975 homes over the plan period (2011-2031). Of the 51,240 dwellings in Cambridge only 7,040 are social housing (general housing, sheltered housing, supported housing, temporary housing, and miscellaneous leases).⁶¹ Within South Cambridgeshire, in the last six years there has been a fall in the proportion of social rented affordable housing completed. Some of this shortfall has been made up by the provision of ‘affordable rent’ housing.⁶²

3.36 The housing trajectory for both Cambridge and South Cambridgeshire was considered in the preparation of the new Local Plans and is shown below:

Table 3.1 Distribution of housing across the development sequence in the Local Plans^{63 64}

	Existing Completions and Commitments (both areas)	New Sites Cambridge	New Sites South Cambridgeshire	Total	%
Cambridge Urban Area	5,358	1,470	0	6,282	19
Edge of Cambridge	11,370	890	410	12,670	35
New settlements and Cambourne West	3,445	0	4,610	8,055	23

⁵⁹ Cambridgeshire Insight (2019) Housing Market Bulletin [online] Available at: <https://cambridgeshireinsight.org.uk/housing/local-housing-knowledge/our-housing-market/housing-market-bulletins/>

⁶⁰ Savills (2017) Detailed Affordability Analysis [online] Available at: <https://cambridgeshireinsight.org.uk/wp-content/uploads/2018/05/savills-greater-cambridge-report-june-2017.pdf>

⁶¹ Cambridge City Council (2019) Authority Monitoring Report 2018 [online] Available at: <https://www.cambridge.gov.uk/media/6981/authority-monitoring-report-2018.pdf>

⁶² South Cambridgeshire District Council (2019) Authority Monitoring Report [online] Available at: <https://www.scambs.gov.uk/media/12905/south-cambs-amr-2017-2018-final.pdf>

⁶³ Cambridge City Council (2018) Cambridge Local Plan [online] Available at: <https://www.cambridge.gov.uk/media/6890/local-plan-2018.pdf>

⁶⁴ South Cambridgeshire District Council (2018) South Cambridgeshire Local Plan [online] Available at: https://www.scambs.gov.uk/media/12740/south-cambridgeshire-adopted-local-plan-270918_sml.pdf

	Existing Completions and Commitments (both areas)	New Sites Cambridge	New Sites South Cambridgeshire	Total	%
Rural Area (including windfalls)	7,284	0	936	8,220	23
Total	27,457	2,360	5,956	35,773	100

- 3.37 The development strategy identified in the Local Plans includes development at all stages in the sequence across both areas. The strategy has 35% of all new development planned on the edge of Cambridge and 23% of new settlements within South Cambridgeshire.
- 3.38 Oxford and Cambridge colleges collectively own more land than the Church of England and have a portfolio of properties across the UK worth £3.5 billion and amount to 51,000 hectares – an area more than four times the size of Manchester. The two major Cambridge landowners are St. John’s and Trinity Colleges, which have 10,500 hectares worth £1.1 billion and make up more than half of the 17,000 hectares owned by Cambridge colleges.⁶⁵ A significant proportion of land within the city centre, including residential properties, is owned and operated by the University colleges, much of it as student accommodation.
- 3.39 There are an estimated 46,132 students in Cambridge with a need for some form of accommodation. Of these, 22,410 are housed in purpose built student accommodation (PBSA), an estimated 9,157 are in shared housing, 12,129 are in existing family housing and there is no information for 2,436 students. 91% of undergraduates and 55% of postgraduates at the University of Cambridge are in University or College maintained accommodation, compared to 11% of undergraduates and 15% of postgraduates at Anglia Ruskin University. Anglia Ruskin University is therefore currently dependent upon housing 4,285 undergraduates and 785 postgraduates in shared housing, a total of 5,070 students, occupying at least 1,000 shared houses, assuming an average of 5 students to each shared house. The University of Cambridge’s current planning framework envisages an expansion in undergraduate numbers of 0.5% per year for the next ten years, and in postgraduate numbers of 2% per year. A total of 8,959 student rooms would need to be built in PBSA, for both universities, by 2026 if both the current and the future potential levels of student accommodation were to be met. If PBSA is not available to meet future growth, then by 2026, between 656 (based on 5 students per shared house) and 821 (based on 3.5 students per shared house) additional existing houses would need to be converted into shared student accommodation in order to meet demand.⁶⁶

⁶⁵ The Guardian (2018) Oxford and Cambridge University Colleges own Property worth £3.5bn [online] Available at: <https://www.theguardian.com/education/2018/may/29/oxford-and-cambridge-university-colleges-own-property-worth-35bn>

⁶⁶ Cambridge Centre for Housing & Planning Research (2017) Assessment of Student Housing Demand and Supply for Cambridge City Council [online] Available at: https://www.cchpr.landecon.cam.ac.uk/Projects/Start-Year/2016/Assessment-Student-Housing-Demand-Supply-Cambridge-City-Council-Oxford-City-Council/Cambridge_Student_Housing/DownloadTemplate/at_download/file

- 3.40 In Cambridge, the number of homelessness decisions was recorded as 67 and the number of people accepted as homeless and in priority need was 38 between April 2017 and March 2018. Within the same time frame, there were 765 recorded instances of rough sleeping in Cambridge and 175 individuals recorded sleeping rough.⁶⁷
- 3.41 In South Cambridgeshire, levels of homelessness are rising with an increase of 62% in homeless approaches between 2012/13 and 2017/18 and a 55% increase in acceptances between 2012/13 and 2017/18. The highest age category of homeless acceptances is those aged between 25 to 44, who make up around 50% of all homeless applications. Based on current trends, homeless acceptances are expected to rise significantly with a potential worst case scenario of a 7-fold increase in case load.⁶⁸

Gypsy, Traveller and Travelling Showpeople

- 3.42 There are only 2 Gypsy or Traveller households identified in Cambridge, both living on a mobile home park not conditioned for occupancy by Gypsies and Travellers. Neither household has any current or future accommodation needs.⁶⁹
- 3.43 According to MHCLG data, South Cambridgeshire had a total of 598 traveller caravans in 2019. Compared to 2016, with a total of 433, this is an increase of 38%.⁷⁰ Gypsies and Travellers were identified separately for the first time in the 2011 Census. The 2011 census identified 0.3% of the population of South Cambridgeshire as Gypsies and Travellers. However, this may not give a true reflection of the actual Gypsy and Traveller community in the district, which was previously estimated to be 1.0% by the Cambridge Sub-Region Traveller Needs Assessment.⁷¹ According to the 2016 Cambridge Sub-Region Traveller Needs Assessment, there were 11 Gypsy or Traveller households identified in South Cambridgeshire that meet the new definition⁷², 194 'unknown' households that may meet the new definition and 81 households that do not meet the new definition. The 2016 assessment concluded that there was a need for 20 additional pitches, however there were 29 vacant pitches, resulting in an estimated excess of 9 pitches to accommodate Gypsy or Traveller households in South Cambridgeshire.⁷³

Education

- 3.44 The City of Cambridge is home to the University of Cambridge (which is made up of 31 colleges), Anglia Ruskin University, and host to a branch of the Open University. Language schools also make an important contribution to the city's economy. There are 22 accredited schools in the Cambridge area employing over 300 staff. Fees

⁶⁷ Cambridge City Council (2019) Authority Monitoring Report 2018 [online] Available at: <https://www.cambridge.gov.uk/media/6981/authority-monitoring-report-2018.pdf>

⁶⁸ South Cambridgeshire District Council (2019) Homelessness Strategy 2018-2023 [online] Available at: <https://www.scambs.gov.uk/media/13206/homelessness-strategy.pdf>

⁶⁹ Opinion Research Services (2016) Cambridgeshire, King's Lynn & West Norfolk, Peterborough and West Suffolk Gypsy and Traveller Accommodation Assessment [online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/RD-STRAT/rd-strat-221.pdf>

⁷⁰ MHCLG (2019) Traveller Caravan Count: January 2019 [online] Available at: <https://www.gov.uk/government/statistics/traveller-caravan-count-january-2019>

⁷¹ South Cambridgeshire District Council (2015-2017) Equality Scheme 2015-2020 [online] Available at: <https://www.scambs.gov.uk/media/12894/scdc-equality-scheme-2015-2020.pdf>

⁷² In determining whether persons are "gypsies and travellers" for the purposes of this planning policy, consideration should be given to the following issues amongst other relevant matters: a) whether they previously led a nomadic habit of life. b) The reasons for ceasing their nomadic habit of life. c) Whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances. For the purposes of this planning policy, "travelling showpeople" means: Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.

⁷³ Opinion Research Services (2016) Cambridgeshire, King's Lynn & West Norfolk, Peterborough and West Suffolk Gypsy and Traveller Accommodation Assessment [online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/RD-STRAT/rd-strat-221.pdf>

and accommodation generate around £50 million per annum and spend in the local area is thought to exceed £78 million per annum.⁷⁴ **Figure 3.2** shows the location of education facilities in Greater Cambridge.

- 3.45 With respect to the local population, of the 119,342 residents aged 16 and over in the District of South Cambridgeshire in 2011, 15.3% have no qualifications, 11.1% have Level 1 qualifications, 14.4% have Level 2 qualifications, 11.3% have Level 3 qualifications and 40.1% have Level 4 qualifications and above. Of the 106,007 residents aged 16 and over in the City of Cambridge in 2011, 11.9% have no qualifications, 6.9% have Level 1 qualifications, 8.6% have Level 2 qualifications, 16.9% have Level 3 qualifications and 47.3% have Level 4 qualifications and above.⁷⁵ Overall, within the County, 71% of children are achieving a good level of development at early years.⁷⁶
- 3.46 Although academic attainment at key stage 2 and at GCSE level has improved between 2013 and 2015 in Cambridgeshire for pupils who primarily speak a Central or Eastern European language at home, attainment remains below that of pupils who primarily speak English. Data was analysed at low geographical areas for proxies of vulnerability factors and concluded that there are areas outside of those most deprived that would benefit from additional prevention work. Within Cambridge City, poor performance for all pupils within EYFS, KS2 and KS3 is significantly worse than Cambridgeshire. With regard to South Cambridgeshire for the same indicator, the District does significantly better than the County.⁷⁷
- 3.47 Cambridge City is expected to see increases in both primary and secondary school pupils over the next five and ten years. It also experienced net gains in pupil numbers in 2015/16 for primary and secondary. However in South Cambridgeshire, primary schools may expect decreases in pupil numbers over the next five years but an overall increase over the next ten years. In contrast secondary schools may expect increases over the next five and ten years. The District experienced a net cohort gain in primary numbers but a net cohort loss in secondary number in 2015/16.⁷⁸

Deprivation

- 3.48 Although generally affluent, there are pockets of deprivation in the north of Cambridge City, which is shown in **Figure 3.1** below. When considering all Indices of Deprivation (2015), Cambridge City contains 69 Lower Layer Super Output Areas (LSOAs) of which two are within the 20% most deprived; however the majority of the City's LSOAs lie within the least deprived. South Cambridgeshire contains 96 LSOAs and the majority of them are within the least deprived in the country. Only 4 of the 96 LSOAs lie within the 50% most deprived.⁷⁹ LSOAs are geographic areas of around 1,500 population that are used by the Office for National Statistics for many of its statistical outputs.

⁷⁴ Cambridge City Council (2019) Authority Monitoring Report 2018 [online] Available at: <https://www.cambridge.gov.uk/media/6981/authority-monitoring-report-2018.pdf>

⁷⁵ NOMIS (2011) Local Area Reports [online] Available at: <https://www.nomisweb.co.uk/reports/localarea?compare=E07000008>

⁷⁶ Cambridgeshire Insight Children, Young People & Education [online] Available at: <https://cambridgeshireinsight.org.uk/children-and-young-people/report/view/b4f7b0c938074dfb0979d4a0510e8cb/E10000003>

⁷⁷ Cambridgeshire County Council (2017) Joint Strategic Needs Assessment [online] Available at: https://cambridgeshireinsight.org.uk/wp-content/uploads/2018/11/CCC-JSNA-summary-report-2016-2017-FINAL_20181123.pdf

⁷⁸ Cambridgeshire County Council (2016) Annual Pupil Projections for Cambridgeshire [online] Available at: <https://cambridgeshireinsight.org.uk/wp-content/uploads/2017/08/Annual-Pupil-Projections-for-cambridgeshire.pdf>

⁷⁹ Indices of Deprivation 2015 explorer (2015) [online] Available at: <http://dclgapps.communities.gov.uk/imd/idmap.html>

3.49 In Cambridge in 2016 it was estimated that 11.5% (5,632) of households were classed as being fuel poor. In contrast, 8% (5,031) were classed as being fuel poor in 2016 within South Cambridgeshire. Cambridge had a higher figure than Cambridgeshire at the time which was 9.3%; however, South Cambridgeshire had a lower figure comparatively. These figures are reflective of household income, household energy requirements and fuel prices in a given area.⁸⁰

Health

3.50 Health is a cross-cutting topic and as such many topic areas explored in this Scoping Report influence health either directly or indirectly. Whilst this section focuses on direct indicators of health, the Health Impact Assessment in **Chapter 11** sets out the links between other topics and health. **Figure 3.2** shows the location of health facilities across Greater Cambridge.

3.51 The 2011 Census statistics suggest that health in Cambridge is generally good with 86.7% of the population reporting themselves to be in very good or good health. Some 9.7% state they are in fair health, with only 2.9% and 0.8% in bad or very bad health respectively. Furthermore, 87% of the population state that their day to day activities are not limited by their health, 7.5% state that they are limited a little and 5.5% limited a lot. Estimated levels of adult excess weight and physical activity are better than the England average. With regard to South Cambridgeshire, the statistics suggest that health is generally good as well with 86.2% of the population reporting themselves to be in very good or good health. Some 10.6% state they are in fair health, with only 2.5% and 0.7% in bad or very bad health respectively. Furthermore, 86.1% of the population state that their day to day activities are not limited by their health, 8.4% state that they are limited a little and 5.6% limited a lot.⁸¹ Estimated levels of adult excess weight and physical activity are better than the England average. **Figure 3.3** shows how levels of health deprivation vary spatially across Greater Cambridge.

3.52 Average life expectancy within Cambridge is slightly above the national average, being 80.6 for males and 84.1 for females. Life expectancy is 10.1 years lower for men and 9.9 years lower for women in the most deprived areas of Cambridge than in the least deprived areas.

3.53 Average life expectancy within South Cambridgeshire is slightly above the national average, 82.3 for males and 85.2 for females. Life expectancy is 4.2 years lower for men and 0.5 years lower for women in the most deprived areas of South Cambridgeshire than in the least deprived areas.⁸²

Open spaces, sports and recreation

3.54 There is a total of 217.6 hectares of informal open space across the South Cambridgeshire District. However, the availability of informal play space in housing areas varies greatly across the District. 50 villages lack any kind of Informal Play space provision, and the majority of villages fall short of meeting the existing standard of 0.4 hectares per 1,000 population. **Figure 3.2** shows the extent of publicly accessible open space across Greater Cambridge.

⁸⁰ Department for Business, Energy and Industrial Strategy (2016) Sub-regional fuel poverty data 2018 [Online] Available at: <https://www.gov.uk/government/statistics/sub-regional-fuel-poverty-data-2018>

⁸¹ NOMIS (2011) Local Area Reports [online] Available at: <https://www.nomisweb.co.uk/reports/localarea?compare=E07000008>

⁸² Public Health England (2018) Profiles for East of England [online] Available at: https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E12000006?search_type=list-child-areas&place_name=East%20of%20England

- 3.55 The current standard for outdoor sport is 1.6 hectares per 1,000 population. 53% of the villages within South Cambridgeshire fail to meet this standard. 28 villages have no formal outdoor sport provision at all. The 2013 study shows that new developments such as Cambourne and Highfields Caldecote have significantly increased provision. The total number of additional hectares has increased from 198 hectares in 2005 to 225 hectares in 2013, a total of 27 additional hectares. The overall ratio per 1,000 population has remained relatively constant at 1.52 hectares, due to increases in population. An assessment of the quality of outdoor sports was carried out and the average score for quality was 65%. These included individual scores for bowls greens, grass pitches, all weather pitches and formal multi use games and tennis court areas.
- 3.56 The majority of the playing pitches in South Cambridgeshire are provided and maintained by Parish Councils, and many sites have the dual role of providing invaluable green space within the villages in the District.
- 3.57 Overall, Cambridge City and South Cambridgeshire District have a good range of existing sport and leisure facilities across the area; however, some are now ageing i.e. Melbourn, Impington, Frank Lee, along with Abbey & Parkside Pools and Kelsey Kerridge, and will require large scale investment and/or replacement in future years.⁸³
- 3.58 Based on local context and the supply and demand analysis undertaken by the Indoor Sports Facilities Strategy (2016), there is a need to consider additional provision of sports halls, swimming pools and fitness suites across Cambridge and South Cambridgeshire District, as well provision of some other facilities, to meet future demand as a result of population growth. Also, there are some existing facilities in Cambridge to which community access cannot be gained, due to planning conditions.⁸⁴
- 3.59 The standards set by the National Society of Allotment and Leisure Gardeners recommend that there should be 20 allotment plots per 1,000 households and the 1969 Thorpe report recommends provision of 0.2 hectares per 1,000 population or a minimum of 15 plots per 1,000 households. This would equate to a total provision of 28.68 hectares for South Cambridgeshire. The 2013 study shows that 85.41 hectares are available, which is 56.33 hectares in excess of the area based on recommended provision.⁸⁵
- 3.60 Across Cambridge City, there are some 743.59 hectares of Protected Open Space on 305 sites, of which 348.35 hectares on 163 sites are publicly accessible. Overall, this equates to approximately 6.2 hectares of Protected Open Space per 1,000 people based on mid-2009 population estimates, of which 2.9 hectares per 1,000 people is publicly accessible. Open spaces are not evenly distributed, with many suburbs experiencing a relative scarcity of open space in comparison with the City Centre and the west of the City.

⁸³ Cambridge City Council and South Cambridgeshire District Council (2016) Playing Pitch Strategy [online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/RD-CSF/rd-csf-190.pdf>

⁸⁴ Cambridge City Council and South Cambridgeshire District Council Indoor Sports Facilities Strategy 2015-2031 (2016) [online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/RD-CSF/rd-csf-200.pdf>

⁸⁵ South Cambridgeshire District Council (2013) Recreation and Open Space Study [online] Available at: <https://www.scambs.gov.uk/media/10290/recreation-open-space-study-2013.pdf>

3.61 Within the City, Protected Open Spaces have been sub-divided into categories, given their main purpose. **Table 3.2** indicates the amounts of each typology of open space.⁸⁶

Table 3.2 Primary Function of open spaces in Cambridge City

Typology	Sites	Total Hectares
Allotments	22	35.87
Amenity Green Space	79	37.81
Cemeteries and Churchyards	13	17.84
Civic Spaces	4	1.07
Provision for children and young people	28	5.24
Natural and semi-natural green spaces	39	170.29
Parks and gardens	57	257.95
Outdoor Sports Facilities	63	217.52
Total	305	743.59

Crime

3.62 Within Cambridgeshire, anti-social behaviour and violent crime are two principal contributors of crime together accounting for just below half of all crimes committed.⁸⁷

3.63 Nationally, average crime rates are lower in rural areas than urban areas. For example, in 2016/17, the rate of violence was 14.1 per 1,000 population in predominantly rural areas compared to 22.2 per 1,000 population in predominantly urban areas. This would suggest that the rural areas of South Cambridgeshire would similarly have a lower rate of violence than the more built up areas of Cambridge.⁸⁸

Air and noise pollution

3.64 Air and noise pollution are issues for the health of residents, workers and students in Cambridge and South Cambridgeshire. There is one Air Quality Management Area (AQMA) within South Cambridgeshire, along the A14 between Bar Hill and

⁸⁶ Cambridge City Council (2011) Open Space and Recreation Strategy [online] Available at: <https://www.cambridge.gov.uk/media/2467/open-space-and-recreation-strategy-2011.pdf>

⁸⁷ UK Crime Stats (2019) Crime in Cambridgeshire County Council [online] Available at: <https://ukcrimestats.com/Subdivisions/CTY/2218/>

⁸⁸ Crime, January 2018 [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/676118/Crime_Jan_2018.pdf

Milton, where levels of NO₂ and PM₁₀ exceed the UK and EU air quality standards. The City of Cambridge declared an AQMA in 2004 where levels of (NO₂) exceed the UK and EU air quality standards.⁸⁹ High concentrations of NO₂ can act as an irritant causing inflammation of the airways and, by affecting the immune cells in the lungs, can increase susceptibility to respiratory infections. Additionally, high concentrations of PM₁₀ have a close relationship with increased mortality.⁹⁰

Chapter 5 considers air pollution in Greater Cambridge in more detail.

- 3.65 Noise is a common problem arising from transport, and studies have shown it can have major negative direct and indirect effects on health and well-being, on quality of life and on wildlife. Exposure to noise can increase stress levels, disrupt communications and disturb sleep. There is scope for transport’s noise emissions to be reduced, by cutting the number of cars on the road, low-noise road surfacing, noise barriers, and many other measures.
- 3.66 In response to EU Directive 2002/49/EC, the Government implemented the Environmental Noise (England) Regulations 2006. These regulations deem highway authorities (including Cambridgeshire County Council) to be “noisemaking authorities” in agglomerations of more than 100,000 people (such as Cambridge) or on roads which carry more than six million journeys per year (such as the A1, A1(M), A11 and A14, all managed by the Highways Agency).⁹¹ The Councils have commissioned a Noise Assessment which is currently being undertaken.

Table 3.3 Key sustainability issues for Greater Cambridge and likely evolution without the Local Plan

Key sustainability issues for Greater Cambridge	Likely evolution without the Local Plan	Relevant SA objectives
The population structure of South Cambridgeshire reflects an ageing population. This has the potential to result in pressure on the capacity of local services and facilities including healthcare and ensuring the right type of homes are provided. However, Cambridge has one of the ‘youngest’ populations in the country which needs different housing and social needs. To	Without the Local Plan it is likely that services and facilities will still be delivered. Population growth and demographic change is accounted for through many policies within the Cambridge Local Plan, including Policies 56 and 73 which support the creation of accessible, high quality, inclusive and safe developments and the provision of new or improved community, sports and leisure facilities. Similarly, within the South Cambridgeshire Local Plan, Policies SC/3 and SC/4 aim to meet community needs and protect village services and facilities. However, it is	SA objective 2

⁸⁹ Cambridge City Council (2019) Air Quality Annual Status Report [online] Available at: <https://www.cambridge.gov.uk/media/7417/air-quality-annual-status-report-2019.pdf>

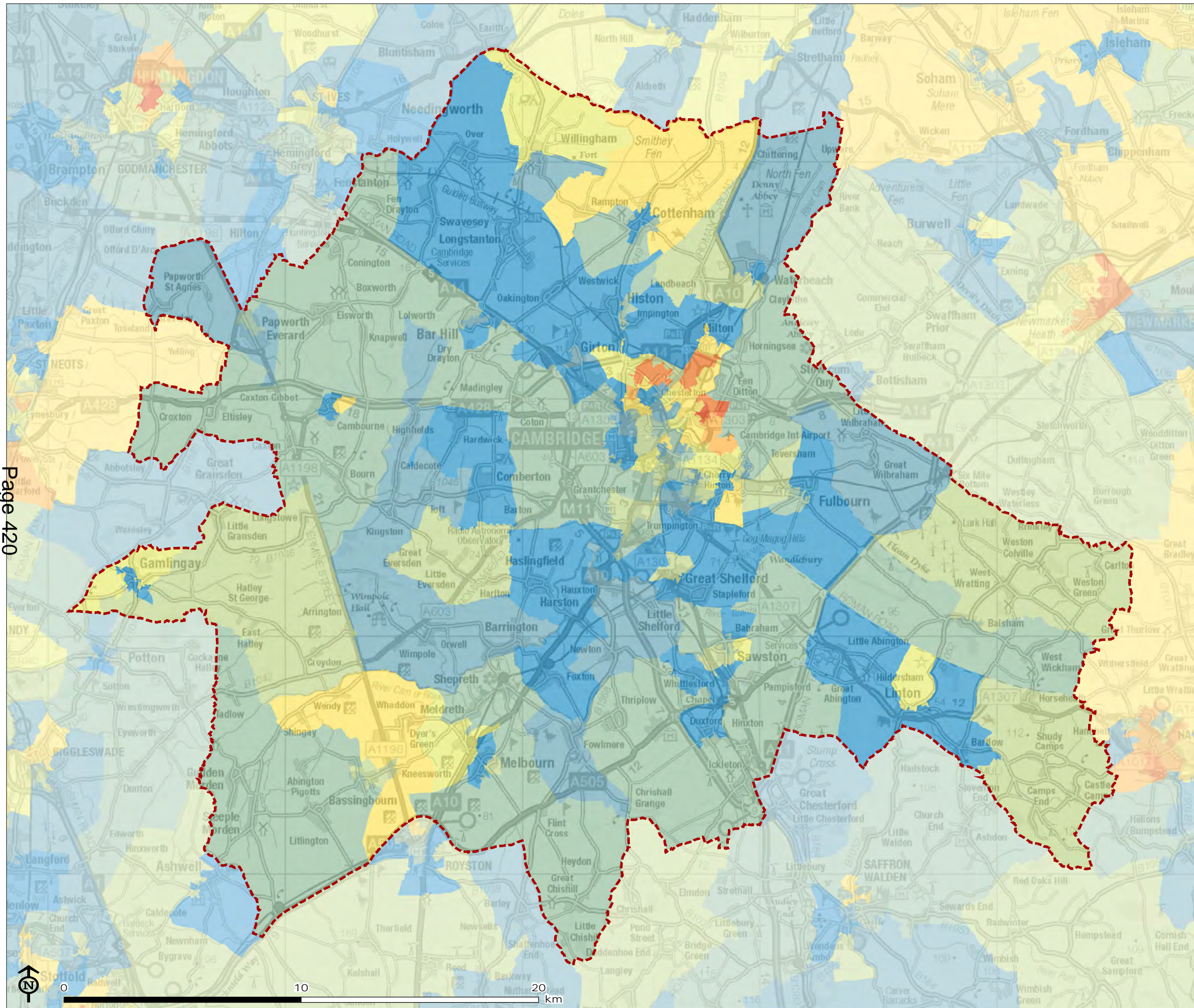
⁹⁰ South Cambridgeshire (2018) Air Quality Annual Status Report [online] Available at: <https://www.scambs.gov.uk/media/12663/annual-status-report-2018.pdf>

⁹¹ Cambridgeshire County Council (2015) Cambridgeshire Local Transport Plan 2011-2031 [online] Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The_Local_Transport_Plan_3%20%281%29.pdf?inline=true

<p>accommodate future provision of student accommodation more student rooms will need to be built by 2026.</p>	<p>less likely that provision supported through these policies will be in appropriate locations, or of sufficient quality and quantity to keep pace with demands of particular groups. The Local Plan offers an opportunity to deliver the required services and facilities in a coherent, sustainable manner alongside new development.</p>	
<p>Cambridge and South Cambridgeshire are some of the least affordable areas in the country outside of London. House prices in Cambridge are high comparable to the regional and national average and sustained population and employment growth has led to a housing shortage within Cambridge, with high house prices and low levels of housing affordability.</p>	<p>Without the Local Plan it is likely that house prices will continue to be an issue across Greater Cambridge. Policy 45 in the Cambridge Local Plan seeks to address the amount of affordable housing for each residential development. Policy H/10 of the South Cambridgeshire Local Plan aims to do the same. However, the Local Plan offers the opportunity to facilitate and expedite the delivery of affordable housing and private market accommodation which will also help to meet the needs of more specialist groups including older people. The new Local Plan presents the opportunity to consider supporting the provision of a more appropriate mix of new homes to meet the requirements of local families.</p>	<p>SA objective 1</p>
<p>Overall, Greater Cambridge is not a deprived area. However, there are disparities between the least and the most deprived areas in Greater Cambridge. Two wards within Cambridge are within 20% of the most deprived in the UK.</p>	<p>Without the Local Plan there is potential for issues of disparity to become more apparent in Greater Cambridge. Policies 45, 46 and 51 of the Cambridge Local Plan and Policy H/10 of the South Cambridgeshire Local Plan seek to address the issue of access to housing, including student housing, within Greater Cambridge, while Policies 72 and 73 of the Cambridge Local Pan and Policies HQ/1, SC/3 and SC/4 of the South Cambridgeshire Local Pan seek to support the provision of services and facilities, through high quality design, which are likely to help address improve living standards in Greater Cambridge. These policies would</p>	<p>SA objective 1 SA objective 2 SA objective 3 SA objective 4</p>

	<p>continue to apply in the absence of the Local Plan. However, the new Local Plan presents the opportunity to build on these policies to ensure that indicators of disparity such as access to housing, income deprivation, health deprivation, employment deprivation, living environment deprivation and education skills deprivation are appropriately addressed. This approach will also allow for changing circumstances in Greater Cambridge to be more appropriately addressed.</p>	
<p>Health in Greater Cambridge is generally recorded as being at reasonably good level or higher. However, there are inequalities displayed between the most and least deprived areas of Greater Cambridge in terms of health.</p>	<p>The topic of health is intertwined with many policies throughout the current Local Plans of Cambridge and South Cambridgeshire. This includes Policies 5, 56 and 73 from the Cambridge Local Plan and Policies TI/2, HQ/1, SC/3 and SC/4 which seek to encourage active modes of transport, create socially inclusive and adaptable environments and provide new or improved community facilities or services. However, without the Local Plan, policies will be less suitable to help prevent the continued inequalities between the most and least deprived areas of Greater Cambridge. The Local Plan presents an opportunity to address health deprivation in Greater Cambridge by supporting the provision of healthcare facilities and other relevant improvements at areas of most need.</p>	<p>SA objective 2</p> <p>SA objective 3</p> <p>SA objective 4</p> <p>SA objective 13</p>
<p>The provision of green space varies throughout Greater Cambridge. For example, open spaces are not evenly distributed, with many suburbs experiencing a relative paucity of open space in comparison with the City Centre and the west of the City. A deficiency in recreational or open</p>	<p>Policies 59 and 67 of the Cambridge Local Plan ensure external spaces are designed as an integral part of new developments and that open space will not be lost or harmed by new development. Within the South Cambridgeshire Local Plan, Policy SC/1 outlines sites which are to be allocated to meet local need for open space. However, without the Local Plan there is potential that the quality of open spaces will deteriorate and</p>	<p>SA objective 2</p> <p>SA objective 4</p>

<p>space provision has been identified in a number of specific areas including provision for informal play space and outdoor sports. There is also potential for new development to result in loss of access to open spaces and elements of green infrastructure as well as impacts upon their quality.</p>	<p>access to these types of provisions in certain areas will remain limited. The Local Plan offers the opportunity to better address the changing circumstances in the plan area by ensuring the protection and enhancement of access to and quality of open space and services and facilities. The process will also allow for new local green spaces to be planned and incorporated alongside new development.</p>	
<p>In general Greater Cambridge is a relatively safe sub-region in which to live. In recent years however certain types of crime such as violent crime, anti-social behaviour and illegal drug use have increased in Greater Cambridge.</p>	<p>Policy 56 of the Cambridge Local Plan and Policy HQ/1 of South Cambridgeshire’s Local Plan set out design principles for new development in Greater Cambridge and these include the incorporation of measures to reduce opportunities for crime. The Local Plan presents an opportunity to build on the requirement of these policies to encourage aims to make the local environment and streets safer, for example through relevant approaches to ‘designing out’ crime. Any new policy would make a contribution to achieving this aim alongside other local and national measures.</p>	<p>SA objective 4</p>



Greater Cambridge SA

Figure 3.1: Indices of Multiple Deprivation

- Greater Cambridge
- 0 - 10% (most deprived)
- 10 - 20%
- 20 - 30%
- 30 - 40%
- 40 - 50%
- 50 - 60%
- 60 - 70%
- 70 - 80%
- 80 - 90%
- 90 - 100% (least deprived)

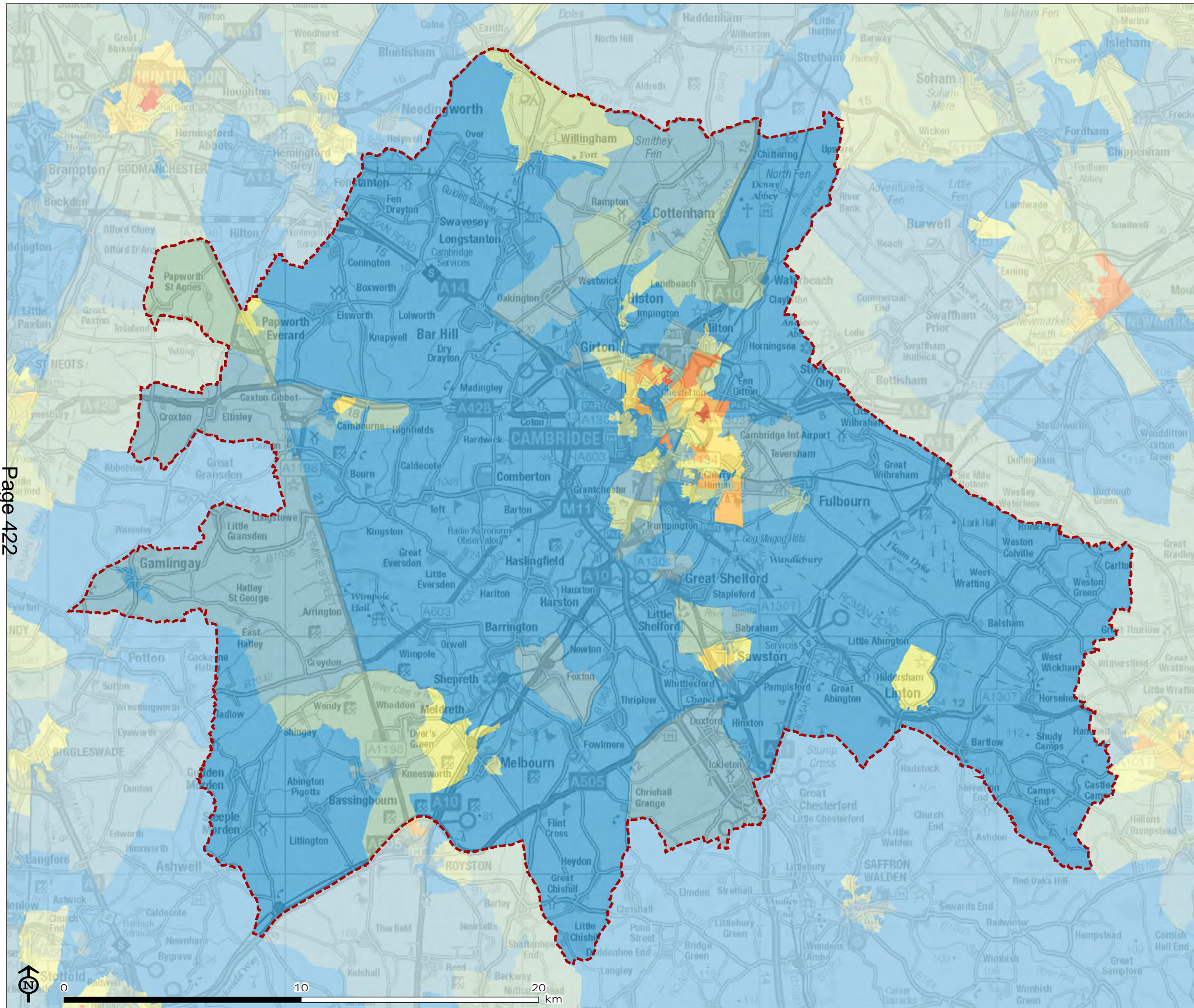
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Map Scale @A3: 1:157,000



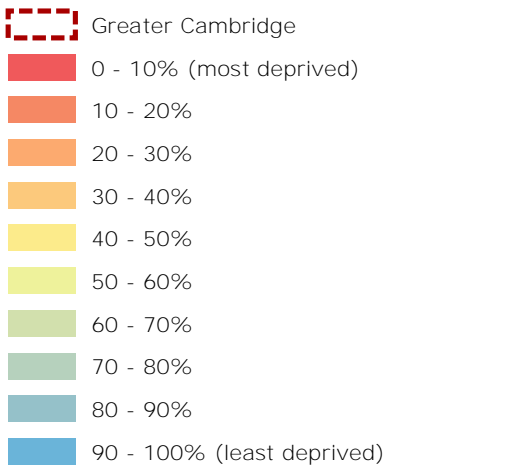
Figure 3.2 Education Facilities, Health Facilities and Open Space in Greater Cambridge

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Greater Cambridge SA

Figure 3.3: Indices of Health Deprivation



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Map Scale @A3: 1:157,000



4 Economy

Policy Context

International

- 4.1 There are no specific international or European economic policy agreements relevant to the preparation of the Local Plan and the SA, although there are a large number of trading agreements, regulations and standards that set down the basis of trade within the European Union (subject to changes post-Brexit) and with other nations.

National

- 4.2 National Planning Policy Framework (NPPF)⁹² sets out the following:
- The economic role of the planning system is to contribute towards building a “strong, responsive and competitive economy” by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation. There is also a requirement for the planning system to identify and coordinate the provision of infrastructure.
 - Planning policies should address the specific locational requirements of different sectors.
 - Local planning authorities should incorporate planning policies which “support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation”.
 - When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Sustainable growth and expansion of all types of business and enterprise in rural areas should be supported, both through conversion of existing buildings and well-designed new buildings.
 - The NPPF requires Local Plans to “set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration.”
- 4.3 **National Planning Practice Guidance (PPG)**⁹³: Reiterates the importance for Local Plans to include a positive strategy for town centres to enable sustainable economic growth and provide a wide range of social and environmental benefits.
- 4.4 **The Local Growth White Paper (2010)**⁹⁴: Highlights the importance of economic policy that focusses on the delivery of strong, sustainable and balanced growth of

⁹² Department for Communities and Local Government (2019) National Planning Policy Framework [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf

⁹³ Department for Communities and Local Government (2016) National Planning Practice Guidance [online] Available at: <https://www.gov.uk/government/collections/planning-practice-guidance>

⁹⁴ Department for Business, Innovation and Skills (2010) Local Growth: Realising Every Place's Potential. Available at: <https://www.gov.uk/government/publications/local-growth-realising-every-places-potential-hc-7961>

income and employment over the long-term, growth which is broad-based industrially and geographically to provide equality of access and opportunity and build businesses that are competitive internationally.

4.5 Rural White Paper 2000 (Our Countryside: the future – A fair deal for rural England)⁹⁵: Sets out the Government’s Rural Policy Objectives:

- To facilitate the development of dynamic, competitive and sustainable economies in the countryside, tackling poverty in rural areas.
- To maintain and stimulate communities, and secure access to services which is equitable in all the circumstances, for those who live or work in the countryside.
- To conserve and enhance rural landscapes and the diversity and abundance of wildlife (including the habitats on which it depends).
- To promote government responsiveness to rural communities through better working together between central departments, local government, and government agencies and better co-operation with non-government bodies.

4.6 **LEP Network Response to the Industrial Strategy Green Paper Consultation (2017)**⁹⁶: The aim of the document is to ensure that all relevant local action and investment is used in a way that maximises the impact it has across the Government’s strategy. Consultation responses set out how the 38 Local Enterprise Partnerships (LEPs) will work with Government using existing and additional resources to develop and implement a long term Industrial Strategy.

Sub-national

4.7 **Cambridgeshire and Peterborough Local Industrial Strategy (2019)**⁹⁷: Sets out a summary of the wider economic context and identifies priorities that work across the three other local industrial strategies, including the Oxford-Cambridge Arc (‘the Arc’). These include:

- Working together collaboratively across all of the foundations of productivity to ensure that the implementation of the four Local Industrial Strategies maximises the economic potential of the wider Arc region.
- Harnessing the collective strength of the Arc’s research base – driving greater collaboration on science and research; developing a network of ‘living labs’ to trial and commercialise new technologies; and growing the role of the Arc as a global research and innovation hub.
- Bringing employers and skills providers together to understand the current and future skills needs, and planning provision to meet them.
- Maximising the economic benefits of new transport, energy and digital infrastructure within the Arc.
- Developing an improved business support and finance programme for high growth companies, a shared approach to commercial premises and an

⁹⁵ HM Government (2000) Rural White Paper (Our Countryside: the future – A fair deal for rural England) [online] Available at:

<http://www.tourisminsights.info/ONLINEPUB/DEFRA/DEFRA%20PDFS/RURAL%20WHITE%20PAPER%20-%20FULL%20REPORT.pdf>

⁹⁶ LEP Network (2017) Response to the Industrial Strategy Green Paper Consultation [Online] Available at: <https://www.lepnetwork.net/media/1470/lep-network-industrial-strategy-response-april-2017-final.pdf>

⁹⁷ HM Government (2019) Cambridgeshire and Peterborough Local Industrial Strategy [online] Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/818886/Cambridge_SINGLE_PAGE.pdf

Internationalisation Delivery Plan to encourage greater trade and inward investment in the Arc.

- 4.8 **Combined Authority Business Plan 2019-2020**⁹⁸: Aims to create a clear, deliverable and fundable set of priorities and schemes which feeds the growth strategy for the combined authority.
- 4.9 **Partnering for Prosperity: A new deal for the Cambridge-Milton Keynes-Oxford Arc**⁹⁹: Provides Government with proposals and options to maximise the potential of the Cambridge-Milton Keynes-Oxford Arc as a connected, knowledge-intensive cluster that competes on a global stage, protecting the area's high quality environment, and securing the homes and jobs that the area needs.
- 4.10 Cambridge Cluster at 50, The Cambridge economy retrospect and prospect¹⁰⁰: Aims to:
- Better understand the performance of the Cambridge economy currently (including the impacts of recession), and the factors that underpin and explain this.
 - Understand long term opportunities and threats for the economy of Cambridge, taking into account changes in government policy and also the different aspirations of new generations of Cambridge-based businesses and residents.
 - Understand the potential synergies and conflicts that exist in relation to Cambridge's different economic roles, both now and looking forward.
 - Examine the constraints to economic growth – infrastructural, workforce-related, spatial, attitudinal, and institutional – and to distil what might be done to address these.
 - Understand – in broad terms – the spatial implications of the above.
- 4.11 **Cambridgeshire & Peterborough Independent Economic Review (2018)**¹⁰¹: Provides an overview of the Cambridgeshire and Peterborough Combined Authority area and includes 14 key recommendations and another 13 subsidiary recommendations for how the combined authority can sustain its own economy and support the UK economy.
- 4.12 **Cambridge Retail and Leisure Study Update 2013**¹⁰²: Reviews the quality of existing provision and the need for additional retail floor space and leisure uses in Cambridge.
- 4.13 **Cambridge City Centre Capacity Study (2013)**¹⁰³: Examines the capacity of Cambridge city centre to meet the needs of the district and the wider sub-region in the period to 2031. The study will form part of the evidence base for the emerging Local Plan. The objectives of the study are:
- To review the current uses in and functionality of the city centre.

⁹⁸ Cambridgeshire & Peterborough Combined Authority (2019) Combined Authority Business Plan 2019-20 [online] Available at: <https://cambridgeshirepeterborough-ca.gov.uk/assets/Uploads/CPCA-Business-Plan-2019-20-dps.pdf>

⁹⁹ National Infrastructure Commission (2017) Partnering for Prosperity: A new deal for the Cambridge-Milton Keynes-Oxford Arc [online] Available at: <https://www.nic.org.uk/wp-content/uploads/Partnering-for-Prosperity.pdf>

¹⁰⁰ SQW (2011) Cambridge Cluster at 50, The Cambridge economy retrospect and prospect [online] Available at: https://www.cambridge.gov.uk/media/2505/cambridge_cluster_at_50_report_06042011.pdf

¹⁰¹ CPIER (2018) Cambridgeshire & Peterborough Independent Economic Review Final Report [online] Available at: <https://www.cpier.org.uk/media/1671/cpier-report-151118-download.pdf>

¹⁰² GVA (2013) Cambridge Retail and Leisure Study [online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/RD-E-130.pdf>

¹⁰³ ARUP (2013) Cambridge City Centre Capacity Study [online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/RD-E-120.pdf>

- To explore the existing and future proposed growth of the city and the surrounding sub-region.
- To consider how the city can accommodate the growth without compromising the environment.
- To identify physical opportunities to increase the capacity of the city centre, in terms of development sites.
- To review the boundary of the city centre, as defined in the adopted Local Plan, to assess whether there is a need for revision.
- To define the primary and secondary retail frontages and primary shopping area.
- To assess the potential for alternative management of uses to free up potential capacity.
- To identify potential transport schemes and public realm improvements, which may increase the capacity of the city centre.

Current Baseline

- 4.14 The city of Cambridge is an acknowledged world leader in higher education, research and knowledge based industries. Biotechnology, health services and other specialist services also play a major role within the local economy, known as the 'Cambridge Phenomenon'. In 2010, the City had 18,771 jobs within 528 high technology firms. By 2012, employment levels had increased to 19,705 but the numbers of firms had reduced to 465. The economy of the South Cambridgeshire District is also driven by the 'Cambridge Phenomenon' due to its proximity to Cambridge University and Addenbrooke's Hospital. In 2010, South Cambridgeshire had 21,088 jobs within 592 high technology firms, although by 2012 this had decreased slightly to 20,825 jobs in 534 firms¹⁰⁴. More recent data using a different methodology and definitions suggests that since 2012, business and employment in the 'Knowledge Intensive' sectors in Greater Cambridge has increased at a fast rate¹⁰⁵.
- 4.15 Cambridge's skilled workforce and culture of innovation attract both talent and investment from around the world. AstraZeneca, the pharmaceutical company, opened its global R&D and HQ at the Cambridge Biomedical Campus in 2018, creating up to 2,000 new jobs. Combining biomedical research, patient care and education on a single site, the Campus hosts an emerging cluster of biotech and life sciences firms, and is expected to become one of the leading biomedical centres in the world by 2020.¹⁰⁶
- 4.16 South Cambridgeshire has a range of business and research parks including Cambridge Science Park, Granta Park, and the Babraham Institute. There are a significantly higher proportion of micro businesses than regionally or nationally with 86% of businesses employing fewer than 10 people. In addition, there is a

¹⁰⁴ Hi-tech businesses & employment (Cambridgeshire County Council's hi-tech 'community' database), from Greater Cambridge Greater Peterborough Economic Assessment Interactive Atlas 2015 [online] Available at: <http://atlas.cambridgeshire.gov.uk/Economy16/Business/atlas.html>

¹⁰⁵ Cambridge Cluster data [online] Available at: <https://www.cambridgeahead.co.uk/cambridge-cluster/>

¹⁰⁶ Steer Davies Gleave (2018) Greater Cambridge Mass Transit Options Assessment Report [online] Available at: <https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/futureinvestmentstrategy/Cambridge%20Mass%20Transit%20Options%20Assessment%20Report%20Final%202.pdf>

significant agricultural sector with many farms diversifying into other sectors, particularly tourism.¹⁰⁷ **Figure 4.1** shows the location of key employment areas within Greater Cambridge.

- 4.17 Currently, education makes up the largest industry within the city of Cambridge with 22.3% of the working population employed in this sector. The next largest industries are human health and social work activities with 15.5% and professional, scientific and technical activities with 14.6%. However, in South Cambridgeshire professional, scientific and technical activities make up the largest industry with 24.1% of the working population employed in this sector. The next largest industries are manufacturing with 13.3% and human health and social work activities with 12.0%.
- 4.18 In terms of occupation, professional occupation workers are the largest employment group for South Cambridgeshire (31.9%) followed by managers, directors and senior officials (15.6%). In the city of Cambridge 41.6% of workers are within professional occupations followed by associate professional & technical (17.8%).¹⁰⁸
- 4.19 Cambridge provides approximately 103,300 employee jobs, of which approximately 70,300 (54%) are full-time and 33,000 are part-time (46%). The source of full-time employment is split between the public sector providing 14,300 jobs (20%) of the total and the private sector providing 56,000 jobs (80%). The other 33,000 part-time jobs are split between the public sector providing 5,200 jobs (16%) of the total and the private sector providing 27,800 jobs (84%). Employee jobs exclude self-employed, Government-supported trainees and HM Forces.¹⁰⁹ South Cambridgeshire provides 83,000 employee jobs, of which approximately 60,000 (72.3%) are full-time and 23,000 are part-time (27.7%).¹¹⁰ The District has consistently shown over 80% of the working age population as economically active, even though there are more employed residents in the District than the number of jobs (workplace population). The number of active businesses in the District has increased by nearly 30% between 2004 and 2017. During the same period, annually the number of new businesses opening has outweighed the number of businesses closing, except for in 2009 and 2010 when the effects of the recession were being felt in the District.¹¹¹
- 4.20 Of the 10 local authorities surrounding Cambridge, there are a higher proportion of persons commuting into (51,299 persons) Cambridge than persons commuting out (16,388 persons). Overall, commuting results in a workday population increase of 34,911 in Cambridge compared to the resident population. South Cambridgeshire has the highest proportion of workers commuting into (23,367 persons) Cambridge and the highest proportion of workers from Cambridge commute to South Cambridgeshire (8,272 persons) compared to the other areas persons commute to, such as the City of London (1,018 persons). With regard to South Cambridgeshire, 4,718 more people commute out of the district to work than commute in, with 23,367

¹⁰⁷ South Cambridgeshire District Council (2018) South Cambridgeshire Local Plan [online] Available at: https://www.scambs.gov.uk/media/12740/south-cambridgeshire-adopted-local-plan-270918_sml.pdf

¹⁰⁸ NOMIS (2017) Labour Market Profile [online] Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157209/report.aspx>

¹⁰⁹ Cambridge City Council (2019) Authority Monitoring Report 2018 [online] Available at: <https://www.cambridge.gov.uk/media/6981/authority-monitoring-report-2018.pdf>

¹¹⁰ NOMIS (2017) Labour Market Profile [online] Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157209/report.aspx>

¹¹¹ South Cambridgeshire District Council (2019) Authority Monitoring Report [online] Available at: <https://www.scambs.gov.uk/media/12905/south-cambs-amr-2017-2018-final.pdf>

persons commuting to Cambridge, as stated above, and with 1,112 persons who commute to the City of London.¹¹²

- 4.21 The proportion of commuting trips originating from outside the city is significantly greater for the 'fringe' employment sites, such as the Science Park and Biomedical Campus, where future growth is expected to be focused. 59% of trips to the Science Park originate from outside of Cambridge City, with 29% from outside Cambridge and South Cambridgeshire; similarly, 46% and 17% of trips to south east Cambridge (including the Biomedical Campus) originate from outside Cambridge City and South Cambridgeshire respectively.¹¹³
- 4.22 Unemployment levels in Cambridge City are relatively low (2.9%) which is below the regional average of 3.4% and below the national average of 4.2%.¹¹⁴ Cambridge's labour demand is higher than its available workforce, with a job-to-working age population ratio of 1.29; this is an increase from 1.20 in 2015.¹¹⁵ In comparison, South Cambridgeshire has an unemployment rate of 2.2% which is below the averages of Cambridge City, the region and the nation.¹¹⁶
- 4.23 The Oxford-Cambridge Arc (the Arc) is home to 3.7 million people and currently supports over 2 million jobs, contributing £111 billion of annual Gross Value Added (GVA) to the UK economy per year. The area between Oxford and Cambridge, incorporating the ceremonial county areas of Oxfordshire, Buckinghamshire, Bedfordshire, Northamptonshire and Cambridgeshire forms a core spine that the Government has labelled the Oxford-Cambridge Arc. There are also vital links beyond the Arc. For example, there are important connections with the Midlands, with the M4 corridor and Heathrow Airport, with London and the Greater South East, and with the rest of East Anglia.
- 4.24 In 2019 the Ministry of Housing, Communities and Local Government published a report on the Government's ambitions and joint declaration between Government and local partners for the Oxford-Cambridge Arc. The report illustrates that productivity in the Arc as a whole is around 2.55% higher than the UK average. In addition, the Arc's economy appears to be more resilient than the national average, with 2.5 percentage point growth in GVA per head between 2009 and 2010, compared to 1.7 percentage points in England and Wales as whole.¹¹⁷
- 4.25 The UK is due to leave the European Union in October 2019. It is uncertain what effect this will have on the Greater Cambridge economy, particularly given its world-renowned status within the education, research and knowledge based industries.

¹¹² NOMIS (2001) Location of usual residence and place of work by method of travel to work [online] Available at: <https://www.nomisweb.co.uk/census/2011/wu03uk/chart>

¹¹³ Cambridge City Council (2016) Climate Change Strategy 2016-2021 [online] Available at: https://www.cambridge.gov.uk/media/3230/climate_change_strategy_2016-21.pdf

¹¹⁴ NOMIS (2019) Labour Market Profile [online] Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157205/report.aspx?town=cambridge>

¹¹⁵ Cambridge City Council (2019) Authority Monitoring Report 2018 [online] Available at: <https://www.cambridge.gov.uk/media/6981/authority-monitoring-report-2018.pdf>

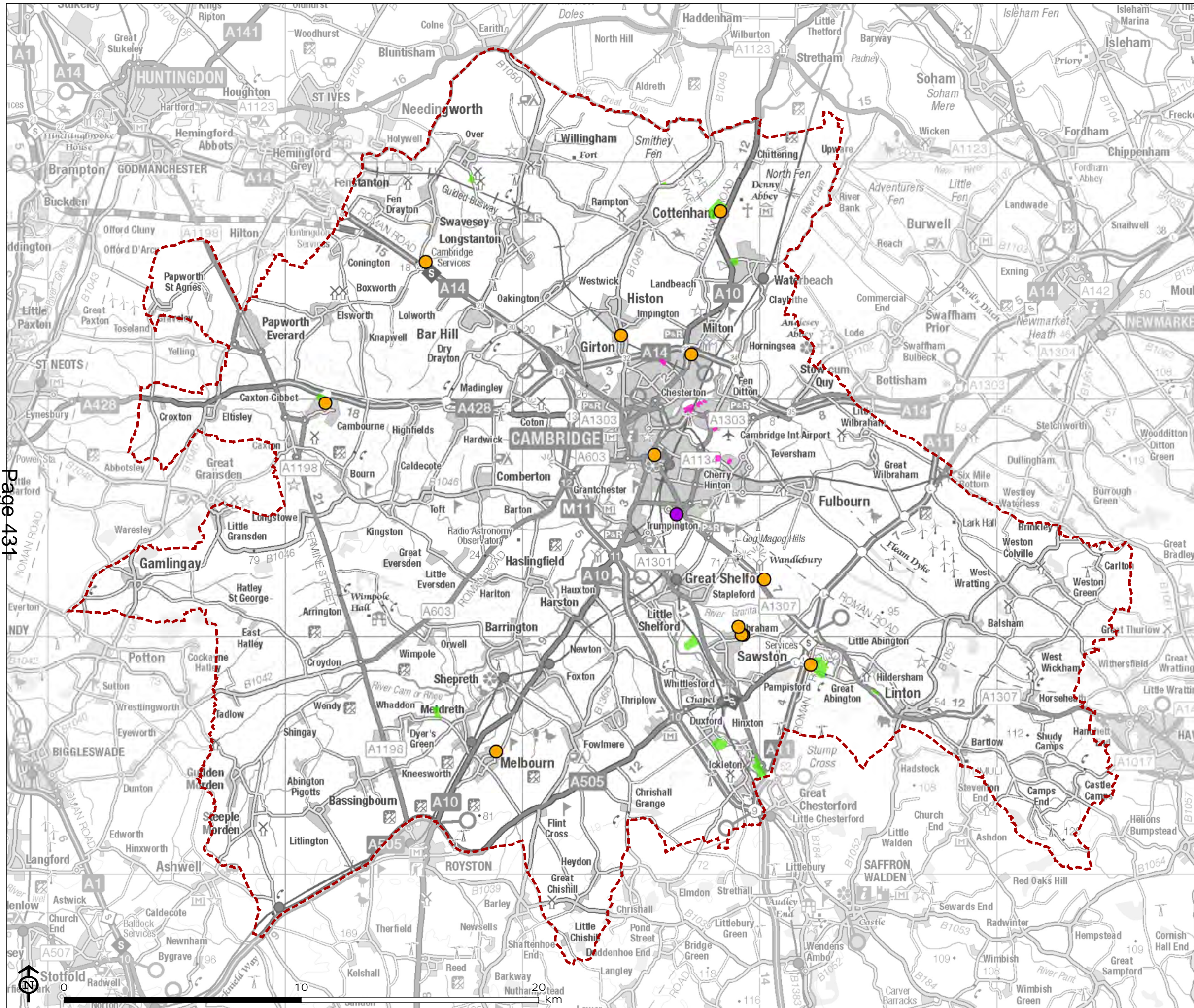
¹¹⁶ NOMIS (2019) Labour Market Profile [online] Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157209/report.aspx>

¹¹⁷ MHCLG (2019) The Oxford-Cambridge Arc [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/799993/OxCam_Arc_Ambition.pdf

Table 4.1 Key Sustainability issues for Greater Cambridge and likely evolution without the Local Plan

Key sustainability issues for Greater Cambridge	Likely evolution without the Local Plan	Relevant SA objectives
<p>Cambridge needs to ensure that it is able to continue its vital role as a world class centre for higher education, research and knowledge based industries as the regional, national and global economies rely on it.</p>	<p>It is uncertain how the knowledge based industries will change without the implementation of the Local Plan and some degree of change is inevitable, particularly given the uncertainties posed by Brexit. However, the Local Plan offers the opportunity to create and safeguard jobs through the allocation and promotion of employment generating uses including office and industrial spaces. Policy 43 of the Cambridge Local Plan aims to support the development or redevelopment of faculty, research and administrative sites for the University of Cambridge and Anglia Ruskin University.</p>	<p>SA objective 14</p>
<p>Greater Cambridge needs to ensure a future supply of jobs and continued investment to ensure identified employment development opportunities are taken forward and deprivation issues tackled. Although the main focus of employment is in Cambridge, there is a need to ensure a diverse range of employment opportunities are available across Greater Cambridge, for example, in the smaller settlements. Within Cambridge, despite the focus on higher education, research and knowledge based industries, there is a need for a variety of employment</p>	<p>It is uncertain how the job market will change without the implementation of the Local Plan and some degree of change is inevitable, particularly given the uncertainties posed by Brexit. However, the Local Plan offers the opportunity to create and safeguard jobs through the allocation and promotion of employment generating uses including office and industrial spaces and the promotion of the rural economy, as well as promoting access and opportunity for all. Policies</p>	<p>SA objective 15</p>

<p>opportunities, both skilled and lower-skilled across a range of economic sectors.</p>	<p>40, 41 and 42 of Cambridge Local Plan sets out how the Council will support and improve the economy of the city. Policy 77 supports the development of new visitor accommodation and will help retain the economic benefits of the visitor/tourism sector within the local economy by providing service related jobs. Policies within the South Cambridgeshire, also contains Policies E/18, E/19 which aim to support the agricultural and tourism sectors.</p>	
<p>Significant development is planned within the realm of the Oxford-Cambridge Arc with the role of Cambridge acting as a key component. However, this development must be done sustainably to ensure the long term success of the area.</p>	<p>As Cambridge is amongst the UK's most productive, successful and fast growing cities, it is likely the Arc will affect the local economy without the implementation of the Local Plan, however there is some degree of uncertainty, particularly given the uncertainties posed by Brexit. However, the Local Plan offers the opportunity to help shape the Arc to create the necessary infrastructure, from public transport to housing, in the most sustainable way.</p>	<p>SA objective 14</p>



Greater Cambridge SA

Figure 4.1: Key employment areas within Greater Cambridge

- Greater Cambridge
- Addenbrooke's Hospital
- Business/Science Parks
- Established Employment Areas
- Protected Industrial Sites

Map Scale @A3: 1:157,000



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5 Transport Connections and Travel Habits

Policy Context

International

- 5.1 **The Trans-European Networks (TEN):** Created by the European Union by Articles 154-156 of the Treaty of Rome (1957), with the stated goals of the creation of an internal market and the reinforcement of economic and social cohesion. These include the Trans-European Transport Networks (TEN-T), which includes High Speed 1, and the Trans-European Telecommunications Networks (eTEN).

National

- 5.2 **National Planning Policy Framework (NPPF)**¹¹⁸: Encourages local planning authorities to consider transport issues from the earliest stages of plan making so that: opportunities to promote sustainable transport are identified and pursued; the environmental impacts of traffic and transport infrastructure can be identified and assessed; and opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised. The framework also states that the planning system should actively manage growth patterns in support of these objectives.
- 5.3 **National Planning Practice Guidance (PPG)**¹¹⁹: Reiterates the requirement for local planning authorities to undertake an assessment of the transport implications of reviewing their Local Plan.
- 5.4 **Department for Transport, The Road to Zero (2018)**¹²⁰: Sets out new measures towards cleaner road transport, aiming to put the UK at the forefront of the design and manufacturing of zero emission vehicles. It explains how cleaner air, a better environment, zero emission vehicles and a strong, clean economy will be achieved. One of the main aims of the document is for all new cars and vans to be effectively zero emission by 2040.

Sub-national

- 5.5 **Cambridgeshire Local Transport Plan 2011-2031 (2015)**¹²¹: Addresses the County Council's priorities, as well as the strategic objectives from the previous Local Transport Plan 2. These are:
- Supporting and protecting people when they need it most.
 - Helping people to live independent and healthy lives in their communities.

¹¹⁸ Department for Communities and Local Government (2019) National Planning Policy Framework [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf

¹¹⁹ Department for Communities and Local Government (2016) National Planning Practice Guidance [online] Available at: <https://www.gov.uk/government/collections/planning-practice-guidance>

¹²⁰ Department for Transport, The Road to Zero (2018) [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf

¹²¹ Cambridgeshire County Council (2015) Cambridgeshire Local Transport Plan 2011-2031 [online] Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The_Local_Transport_Plan_3%20%281%29.pdf?inline=true

- Developing our local economy for the benefit of all.
 - Managing and delivering the growth and development of sustainable communities.
 - Promoting improved skills levels and economic prosperity across the county, helping people into jobs and encouraging enterprise.
 - Meeting the challenges of climate change and enhancing the natural environment.
- 5.6 Additionally, the Cambridgeshire & Peterborough Combined Authority Local Transport Plan (LTP) is under consultation until the 27th of September 2019. The emerging plan will replace the existing Cambridgeshire Local Transport Plan when it is adopted. The objectives of the Combined Authority LTP include supporting housing, employment, business and tourism, as well as promoting safety, health and wellbeing and reducing environmental impact.
- 5.7 **Cambridgeshire Transport Investment Plan (2018)**¹²²: Sets out the transport infrastructure, services and initiatives that are required to support the growth of Cambridgeshire.
- 5.8 **Cambridge City Council and South Cambridgeshire District Council Infrastructure Delivery Study 2015**¹²³: Assessed the infrastructure requirements, costs and known funding related to planned growth, particularly the strategic sites, and identified any phasing issues that might have affected the proposed growth and advise on the future delivery of infrastructure needed to support the planned growth. bio
- 5.9 **Air Quality Action Plan for the Cambridgeshire Growth Areas (2009)**¹²⁴: Reviewed all of the existing air quality information across the regions, identified the key causes in each management area and assessed the necessary actions needed to improve pollutant levels in those areas.
- 5.10 **Cambridge City Council Air Quality Action Plan 2018-2023 (2019 update)**¹²⁵: Sets out Cambridge City Council's priority actions for improving areas of poor air quality in the city and maintaining a good level of air quality in a growing city.
- 5.11 **South Cambridgeshire Local Air Quality Strategy 2008-2013**¹²⁶: Sets out three objectives for the long term vision of the Council which include: enhance quality of life and build a sustainable South Cambridgeshire where everyone is proud to live and work, work in partnership to manage growth to benefit everyone in South Cambridgeshire now and in the future and deliver high quality services that represent best value and are accessible to all out community.
- 5.12 **Cambridge City Council 'Greening Your Home'**¹²⁷: Provides information on how individuals can change their lifestyles to become more environmentally sustainable

¹²² Cambridgeshire County Council (2018) Cambridgeshire Transport Investment Plan [online] Available at: <https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/TIP%20Appendix%202%20TIP%20Policy%20Document%202018.pdf?inline=true>

¹²³ Peter Brett Associates (2015) Infrastructure Delivery Study 2015 [online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/rd-mc-080.pdf>

¹²⁴ Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council (2009) Air Quality Action Plan for the Cambridgeshire Growth Areas [online] Available at: <https://www.scams.gov.uk/media/6727/air-quality-action-plan.pdf>

¹²⁵ Cambridge City Council (2018) Air Quality Action Plan 2018-2023, Version 2, 2019 update [online] Available at: <https://www.cambridge.gov.uk/media/3451/air-quality-action-plan-2018.pdf>

¹²⁶ South Cambridgeshire District Council (2008) Local Air Quality Strategy 2008-2013 [online] Available at: <https://www.scams.gov.uk/media/6728/air-quality-strategy.pdf>

¹²⁷ Cambridge City Council Greening Your Home [online] Available at: <https://www.cambridge.gov.uk/travel-more-sustainably>

including saving energy and water, using sustainable transport, eating sustainable food and greening gardens.

5.13 Cambridge Climate Change Strategy 2016-2021¹²⁸: Sets out five key objectives:

- Reducing emissions from the City Council estate and operations.
- Reducing energy consumption and emissions from homes and businesses in Cambridge by promoting energy efficiency measures, sustainable construction, renewable energy sources, and behaviour change.
- Reducing emissions from transport by promoting sustainable transport, reducing car travel and traffic congestion, and encouraging behaviour change.
- Reducing consumption of resources, increasing recycling and reducing waste.
- Supporting Council services, residents and businesses to adapt to the impacts of climate change.

Current Baseline

5.14 Cambridge has direct infrastructure links to the A14 and M11, providing easy access to London and the Eastern port of Felixstowe. A short distance along the A14 leads to the A1, one of the major road networks linking the north and south of the country. Access to London by rail takes approximately 50 minutes from Cambridge.

Cambridge now has two railway stations, since the Cambridge North station opened in 2017, which is on the Fen Line running from Cambridge to King's Lynn. It connects to the Cambridgeshire Guided Busway, and provides an interchange with Park & Ride and local bus services. Cambridge is also within an hour drive of the international airports of Stansted and Luton and less than two hours from Gatwick, East Midlands and Birmingham Airports. Cambridge also houses its own International Airport which is privately owned. The nearest major ports to Cambridge are Felixstowe (which is directly linked to Cambridge via the A14 road network), Great Yarmouth, Lowestoft, Ipswich and Harwich in Essex. Smaller ports such as Wisbech and King's Lynn are about 40 miles away.

5.15 As a small city, Cambridge suffers from a number of serious local transport problems, particularly in relation to traffic congestion on radial routes and in respect of public transport capacity in the city centre. Both the highway and bus networks suffer from limited capacity, which is unlikely to be able to cater for significant increases in traffic volumes without worsening congestion or lengthening journey times. Chronic congestion is already commonplace within the city, with common journeys – such as the City Centre to Cambridge Station – often faster on foot than by car or bus. Traffic congestion is expected to worsen in future without investment, which limits accessibility, worsens air quality and fundamentally undermines quality of life.¹²⁹

5.16 In order to support the planned growth in Greater Cambridge, the Greater Cambridge Partnership (GCP) was established. It is the local delivery body for a

¹²⁸ Cambridge City Council (2016) Climate Change Strategy 2016-2021 [online] Available at: https://www.cambridge.gov.uk/media/3230/climate_change_strategy_2016-21.pdf

¹²⁹ Steer Davies Gleave (2018) Greater Cambridge Mass Transit Options Assessment Report [online] Available at: <https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/futureinvestmentstrategy/Cambridge%20Mass%20Transit%20Options%20Assessment%20Report%20Final%202.pdf>

City Deal agreed with central Government, bringing powers and investment (up to £1 billion over 15 years) for vital improvements to social and transport infrastructure.¹³⁰ This includes investment in major strategic transport infrastructure including the North Cambridge train station (Cambridge Science Park), the A14 Cambridge to Huntingdon improvement by 2019 and a number of other high profile schemes.¹³¹ Within Cambridgeshire, several new mass transit links are currently under development by the Greater Cambridge Partnership including, but not limited to, rural travel hubs (bespoke rural transport interchanges) currently being piloted in South Cambridgeshire, to better connect residents with public transport and cycling/walking routes with the aim of reducing private car journeys into Cambridge from rural villages.¹³²

- 5.17 The Transport Strategy for Cambridge and South Cambridgeshire includes major investment in demand management and bus priority measures, aimed at giving the bus a competitive advantage on all major corridors into the city, and when making orbital movements around Cambridge. The opening of The Busway has improved the quality of the public transport network between Huntingdon, St. Ives and Cambridge and decreased traffic congestion on the A14. Bus patronage in Cambridgeshire increased by 61% between 2001 and 2008, with a 100% increase in Cambridge. Between 2011/12 and 2012/2013 an additional 209,113 passenger journeys were made across Busway and Park & Ride services. Additionally, a dedicated cycle route has been built alongside The Busway between St Ives and north Cambridge, and is part of the National Cycle Network Route 51. This route provides a high quality direct link from St Ives and the villages along the route into Cambridge and vice versa.¹³³ Cambridge City Council has commissioned a North East Cambridge Transport Study and North East Cambridge Infrastructure Strategy, both of which are currently underway. Some of the key aspects of the emerging Cambridgeshire and Peterborough Combined Authority Local Transport Plan include the Cambridgeshire Autonomous Metro (CAM) a new 'metro-style' system connecting the city of Cambridge with the surrounding region with high-frequency services unaffected by traffic congestion, a comprehensive, high quality Dutch-standard walking and cycling infrastructure, better bus services, improvements to the rail network, including a new Cambridge South railway station, and highway demand management.¹³⁴
- 5.18 When considering carbon emissions, transport is responsible for 27.3% of emissions in the UK, but only 13.8% of emissions in Cambridge. This could be in part due to relatively high usage of sustainable modes of transport amongst Cambridge residents. For example, a significant proportion of the City's population already cycle regularly, with the 2011 Census data confirming that 31.9% of residents in the city cycle to work, the highest proportion in the UK.¹³⁵ In South

¹³⁰ Cambridge City Council (2019) Authority Monitoring Report 2018 [online] Available at: <https://www.cambridge.gov.uk/media/6981/authority-monitoring-report-2018.pdf>

¹³¹ Peter Brett Associates (2015) Infrastructure Delivery Study 2015 [online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/rd-mc-080.pdf>

¹³² Steer Davies Gleave (2018) Greater Cambridge Mass Transit Options Assessment Report [online] Available at: <https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/futureinvestmentstrategy/Cambridge%20Mass%20Transit%20Options%20Assessment%20Report%20Final%202.pdf>

¹³³ Cambridgeshire County Council (2015) Cambridgeshire Local Transport Plan 2011-2031 [online] Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The_Local_Transport_Plan_3%20%281%29.pdf?inline=true

¹³⁴ Cambridgeshire and Peterborough Combined Authority (2019) The Cambridgeshire and Peterborough Local Transport Plan [online] Available at: <https://cambridgeshirepeterborough-ca.gov.uk/assets/Transport/CPCA-Consultation-Boards-A1-v1.4.pdf>

¹³⁵ Cambridge City Council (2016) Climate Change Strategy 2016-2021 [online] Available at: https://www.cambridge.gov.uk/media/3230/climate_change_strategy_2016-21.pdf

Cambridgeshire, the percentage of people cycling to work is 7.6% which is the highest level of cycling in any rural district in England.¹³⁶

- 5.19 There are currently 12 Greenways routes within Greater Cambridge which are important corridors for both wildlife and people. In 2016, a report was produced containing recommendations for Greenways which, when implemented, should increase levels of cycling and walking and be of benefit to as many as possible. The Greenways project is aiming to establish a high quality network of the 12 separate routes. There is particular emphasis on commuting into Cambridge, from within Greater Cambridge in order to reduce traffic congestion as the city grows, and to improve the health of the population. A successful Greenways Network around Cambridge is likely to be a key part of the future success of the Greater Cambridge area.¹³⁷
- 5.20 Rural areas often see lower cycle and pedestrian trip rates than Cambridge and the market towns, due to the larger distances that typically need to be covered, although South Cambridgeshire has the highest levels of out commuting of any rural district in the County. Roads in rural areas are often less suitable for cycling because traffic speeds are high and space on the carriageway is limited. Large vehicles and poor visibility at bends can also create an environment which is not safe for cyclists, making it very difficult to travel sustainably to villages or towns that may actually be very close and often well within the acceptable distance for cycle trips or walking. It is therefore acknowledged that the potential to induce modal shift towards foot and bicycle is not as high as in urban areas, however, if suitable facilities and continuous routes are provided there are a large number of short trips that could be transferred. To help encourage more people to cycle in rural areas the LTP3 for Cambridgeshire aims to investigate cycle and pedestrian links between villages, places of employment, schools and other local services. Using Cycle City Ambition Funding the County Council has started to make improvements in cycle / footway links in South Cambridgeshire, linking villages with rail stations, schools and employment sites. New high quality off road cycle/pedestrian paths have recently been constructed alongside the A10 at Shepreth, linking several villages, schools and places of work, and from Sawston alongside the A505 to Granta Park. This cycleway also links to Whittlesford train station via existing cycle routes. Another example is the extension of the cycleway alongside the A1307 from Wandlebury to the Babraham Research Campus. This route now provides a high quality path from the Babraham Road Park & Ride site to Babraham.¹³⁸
- 5.21 Limited connectivity across the region also limits opportunities for less prosperous neighbourhoods within Greater Cambridge, and the surrounding region. While Greater Cambridge is one of the UK's most productive and successful regions, it retains pockets of deprivation, with limited labour market opportunities and higher levels of unemployment.

¹³⁶ Cambridgeshire County Council (2015) Cambridgeshire Local Transport Plan 2011-2031 [online] Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The_Local_Transport_Plan_3%20%281%29.pdf?inline=true

¹³⁷ Cambridgeshire County Council (2016) Cambridge Area Greenways Review [online] Available at: <https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/Main%20Report%20v5.1%20Final.pdf>

¹³⁸ Cambridgeshire County Council (2015) Cambridgeshire Local Transport Plan 2011-2031 [online] Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The_Local_Transport_Plan_3%20%281%29.pdf?inline=true

Table 5.1 Key Sustainability Issues for Greater Cambridge and likely evolution without the Local Plan

Key Sustainability issues for Greater Cambridge	Likely evolution without the Local Plan	Relevant SA objective
<p>Both highway and bus networks suffer from limited capacity, which is unlikely to be able to cater for significant increases in traffic volumes without worsening congestion and lengthening journey times.</p>	<p>Policy 5 of the Cambridge Local Plan and Policy TI/2 of the South Cambridgeshire Local Plan address the provision of new infrastructure to meet new needs of development and support the aim of achieving an integrated community connected by a sustainable transport system in Greater Cambridge. The emerging Cambridgeshire and Peterborough Local Transport Plan sets out ambitious proposals to improve the public transport network over the coming 30 years, which are likely to help relieve these issues. However, without the Local Plan there is still potential for congestion to continue to be an issue in Greater Cambridge, particularly given that the growing population is likely to exacerbate this issue. The Local Plan presents the opportunity to address this by providing clarity for infrastructure providers and also to strengthen policy to promote the use of alternative modes of transport. It also has the potential to direct new development to the most sustainable locations as to minimise the need to travel by private vehicle on the local network. This approach can be used to complement measures taken by highways authorities to combat congestion on the strategic road network.</p>	<p>SA objective 12 SA objective 13</p>

<p>Given the rural character of much of the South Cambridgeshire District a large proportion of the District's residents drive to work and some have limited access to bus services and other public transport links.</p>	<p>Policy 5 of the Cambridge Local Plan and Policy TI/2 of the South Cambridgeshire Local Plan supports the aim of achieving an integrated community connected by a sustainable transport system in Greater Cambridge. However the Local Plan presents the opportunity to further address the issue of car dependency especially within South Cambridgeshire. This can be achieved by promoting sustainable and active transport (based on sufficient population densities), sustainable development locations, and integrating new and more sustainable technologies, as new development is to be provided in Greater Cambridge.</p>	<p>SA objective 12 SA objective 13</p>
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Greater Cambridge SA

Figure 5.1: Sustainable Transport Links in Greater Cambridge

- Greater Cambridge
- Railway Station
- Railway Line
- Bus stops
- National Cycle Routes
- Public Rights of Way

Map Scale @A3: 1:157,000



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6 Air, Land and Water

Policy Context

International

- 6.1 **European Nitrates Directive** (1991): Identifies nitrate vulnerability zones and puts in place measures to reduce water pollution caused by the introduction of nitrates.
- 6.2 **European Urban Waste Water Directive** (1991): Protects the environment from the adverse effects of urban waste water collection, treatment and discharge, and discharge from certain industrial sectors.
- 6.3 **European Air Quality Framework Directive** (1996) and **Air Quality Directive** (2008): Put in place measures for the avoidance, prevention, and reduction in harmful effects to human health and the environment associated with ambient air pollution and establish legally binding limits for the most common and harmful sources of air pollution.
- 6.4 **European Drinking Water Directive** (1998): Protects human health from the adverse effects of any contamination of water intended for human consumption by ensuring that it is wholesome and clean.
- 6.5 **European Landfill Directive** (1999): Prevents and reduces the negative effects on the environment from the landfilling of waste by introducing stringent technical requirements for waste and landfills.
- 6.6 **European Water Framework Directive** (2000): Protects inland surface waters, transitional waters, coastal waters and groundwater.
- 6.7 **European Waste Framework Directive** (2008): Sets out the waste hierarchy requiring the reduction of waste production and its harmfulness, the recovery of waste by means of recycling, re-use or reclamation and final disposal that does not harm the environment, including human health.
- 6.8 **European Industrial Emission Directive** (2010): Lays down rules on integrated prevention and control of pollution arising from industrial activities. It also lays down rules designed to prevent or, where that is not practicable, to reduce emissions into air, water and land and to prevent the generation of waste, in order to achieve a high level of protection of the environment taken as a whole.

National

- 6.9 National Planning Policy Framework (NPPF)¹³⁹ sets out the following:
 - The planning system should protect and enhance soils in a manner commensurate with their statutory status or quality identified in the development plan.

¹³⁹ Department for Communities and Local Government (2019) National Planning Policy Framework [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf

- New and existing development should be prevented from contributing to, being put at an unacceptable risk from, or being adversely affected by, soil, air, water or noise pollution or land instability.
- Despoiled, degraded, derelict, contaminated and unstable land should be remediated and mitigated where appropriate.
- The reuse of previously developed land is encouraged where suitable opportunities exist.

6.10 **National Planning Practice Guidance (PPG)**¹⁴⁰: Requires local planning authorities to demonstrate every effort has been made to prioritise the use of poorer quality agricultural land for development were it has been demonstrated that significant development is required on agricultural land.

6.11 **Waste Management Plan for England**¹⁴¹: Provides an analysis on the current waste management situation in England, and evaluates how it will support implementation of the objectives and provisions of the revised Water Framework Directive.

6.12 **National Planning Policy for Waste (NPPW)**¹⁴²: Identifies key planning objectives, requiring planning authorities to:

- Help deliver sustainable development through driving waste management up the waste hierarchy.
- Ensure waste management is considered alongside other spatial planning concerns
- Provide a framework in which communities take more responsibility for their own waste
- Help secure the recovery or disposal of waste without endangering human health and without harming the environment.
- Ensure the design and layout of new development supports sustainable waste management.

6.13 **Safeguarding our Soils – A Strategy for England**¹⁴³: Sets out how England's soils will be managed sustainably. It highlights those areas which Defra will prioritise and focus attention in tackling degradation threats, including: better protection for agricultural soils; protecting and enhancing stores of soil carbon; building the resilience of soils to a changing climate; preventing soil pollution; effective soil protection during construction and; dealing with contaminated land.

6.14 **Water White Paper**¹⁴⁴: Sets out the Government's vision for the water sector including proposals on protecting water resources and reforming the water supply industry. It states outlines the measures that will be taken to tackle issues such as

¹⁴⁰ Department for Communities and Local Government (2016) National Planning Practice Guidance [online] Available at: <https://www.gov.uk/government/collections/planning-practice-guidance>

¹⁴¹ Department for Environment, Food and Rural Affairs (2013) Waste management plan for England [online] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/265810/pb14100-waste-management-plan-20131213.pdf

¹⁴² Department for Communities and Local Government (2014) National Planning Policy for Waste [online] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/364759/141015_National_Planning_Policy_for_Waste.pdf

¹⁴³ Department for Environment, Food and Rural Affairs (2009) Safeguarding our Soils: A Strategy for England [online] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69261/pb13297-soil-strategy-090910.pdf

¹⁴⁴ Department for Environment, Food and Rural Affairs (2012) The Water White Paper [online] Available at: <https://publications.parliament.uk/pa/cm201213/cmselect/cmenvfru/374/374.pdf>

poorly performing ecosystem, and the combined impacts of climate change and population growth on stressed water resources.

6.15 **Water for Life White Paper**¹⁴⁵: Sets out how to build resilience in the water sector. Objectives of the White Paper are to:

- Paint a clear vision of the future and create the conditions which enable the water sector and water users to prepare for it.
- Deliver benefits across society through an ambitious agenda for improving water quality, working with local communities to make early improvements in the health of our rivers by reducing pollution and tackling unsustainable abstraction.
- Keep short and longer term affordability for customers at the centre of decision making in the water sector.
- Protect the interest of taxpayers in the policy decisions that we take.
- Ensure a stable framework for the water sector which remains attractive to investors.
- Stimulate cultural change in the water sector by removing barriers to competition, fostering innovation and efficiency, and encouraging new entrants to the market to help improve the range and quality of services offered to customers and cut business costs.
- Work with water companies, regulators and other stakeholders to build understanding of the impact personal choices have on the water environment, water resources and costs.
- Set out roles and responsibilities – including where Government will take a stronger role in strategic direction setting and assessing resilience to future challenges, as well as clear expectations on the regulators.

6.16 **The Air Quality Strategy for England, Scotland, Wales and Northern Ireland**¹⁴⁶: Sets out a way forward for work and planning on air quality issues by setting out the air quality standards and objectives to be achieved. It introduces a new policy framework for tackling fine particles, and identifies potential new national policy measures which modelling indicates could give further health benefits and move closer towards meeting the Strategy's objectives. The objectives of the Strategy are to:

- Further improve air quality in the UK from today and long term.
- Provide benefits to health quality of life and the environment.

6.17 **Future Water: The Government's Water Strategy for England**¹⁴⁷: Sets out how the Government wants the water sector to look by 2030, providing an outline of steps which need to be taken to get there. These steps include: improving the supply of water; agreeing on important new infrastructure such as reservoirs; proposals to time limit abstraction licences; and reducing leakage. The document

¹⁴⁵ Department for Environment, Food and Rural Affairs (2011) Water for life [online] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/228861/8230.pdf

¹⁴⁶ Department for Environment Food and Rural Affairs (2007) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland [online] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69336/pb12654-air-quality-strategy-vol1-070712.pdf

¹⁴⁷ HM Government (2008) Future Water: The Government's water strategy for England [online] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69346/pb13562-future-water-080204.pdf

also states that pollution to rivers will be tackled, whilst discharge from sewers will be reduced.

6.18 A Green Future: Our 25 Year Plan to Improve the Environment¹⁴⁸: Sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. Identifies six key areas around which action will be focused. Those of relevance to this chapter are: using and managing land sustainably; recovering nature and enhancing the beauty of landscapes; and increasing resource efficiency, and reducing pollution and waste. Actions that will be taken as part of these three key areas are as follows:

- Using and managing land sustainably:
 - Embed a ‘net environmental gain’ principle for development, including natural capital benefits to improved and water quality.
 - Protect best agricultural land.
 - Improve soil health, and restore and protect peatlands.
- Recovering nature and enhancing the beauty of landscapes:
 - Respect nature by using our water more sustainably.
- Increasing resource efficiency and reducing pollution and waste:
 - Reduce pollution by tackling air pollution in our Clean Air Strategy and reduce the impact of chemicals.

6.19 UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations¹⁴⁹: Sets out the Government’s ambition and actions for delivering a better environment and cleaner air, including £1 billion investment in ultra-low emission vehicles (ULEVs), a £290 million National Productivity Investment Fund, a £11 million Air Quality Grant Fund and £255 million Implementation Fund to help local authorities to prepare Air Quality Action Plans and improve air quality, an £89 million Green Bus Fund, £1.2 billion Cycling and Walking Investment Strategy and £100 million to help improve air quality on the National road network.

6.20 Clean Air Strategy 2019¹⁵⁰: Sets out the comprehensive action that is required from across all parts of government and society to meet these goals. This will be underpinned by new England-wide powers to control major sources of air pollution, in line with the risk they pose to public health and the environment, plus new local powers to take action in areas with an air pollution problem. These will support the creation of Clean Air Zones to lower emissions from all sources of air pollution, backed up with clear enforcement mechanisms. The UK has set stringent targets to cut emissions by 2020 and 2030.

6.21 Department for Transport, The Road to Zero (2018)¹⁵¹: Sets out new measures towards cleaner road transport, aiming to put the UK at the forefront of the design and manufacturing of zero emission vehicles. It explains how cleaner air, a better

¹⁴⁸ HM Government (2018) A Green Future: Our 25 Year Plan to Improve the Environment [online] Available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/673203/25-year-environment-plan.pdf

¹⁴⁹ Department for Environment Food and Rural Affairs and Department for Transport (2017) UK plan for tackling roadside nitrogen dioxide concentrations [online] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/633269/air-quality-plan-overview.pdf

¹⁵⁰ DEFRA, Clean Air Strategy 2019 [online] Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf

¹⁵¹ Department for Transport, The Road to Zero (2018) [online] Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf

environment, zero emission vehicles and a strong, clean economy will be achieved. One of the main aims of the document is for all new cars and vans to be effectively zero emission by 204

Sub-national

- 6.22 **Air Quality Action Plan for the Cambridgeshire Growth Areas (2009)**¹⁵²: Reviewed all of the existing air quality information across the regions, identified the key causes in each management area and assessed the necessary actions needed to improve pollutant levels in those areas.
- 6.23 **Cambridge City Council Air Quality Action Plan 2018-2023 (2019 update)**¹⁵³: Sets out Cambridge City Council's priority actions for improving areas of poor air quality in the city and maintaining a good level of air quality in a growing city.
- 6.24 **South Cambridgeshire Local Air Quality Strategy 2008-2013**¹⁵⁴: Sets out three objectives for the long term vision of the Council which include: enhance quality of life and build a sustainable South Cambridgeshire where everyone is proud to live and work, work in partnership to manage growth to benefit everyone in South Cambridgeshire now and in the future and deliver high quality services that represent best value and are accessible to all out community.
- 6.25 **Cambridge City Council and South Cambridgeshire District Council Infrastructure Delivery Study 2015**¹⁵⁵: Assessed the infrastructure requirements, costs and known funding related to planned growth, particularly the strategic sites, and identified any phasing issues that might have affected the proposed growth and advise on the future delivery of infrastructure needed to support the planned growth.
- 6.26 **South Cambridgeshire Contaminated Land Strategy (2001)**¹⁵⁶: Sets out South Cambridgeshire District Council's strategy on how it proposes to identify contaminated land within its boundaries. It supports the following objectives:
- Maintaining, improving and developing sympathetically the character, environment, economy and social fabric of our villages.
 - Promoting a healthier environment to enable our communities to lead healthier lives, by its own actions and active partnership with others.
 - Working towards a more sustainable future for everyone living and working in South Cambridgeshire, balancing the needs of the present and future generations.
- 6.27 **Cambridge City Council Contaminated Land Strategy (2009)**¹⁵⁷: Builds upon the City Council's Medium Term Objectives which include:

¹⁵² Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council (2009) Air Quality Action Plan for the Cambridgeshire Growth Areas [online] Available at: <https://www.scams.gov.uk/media/6727/air-quality-action-plan.pdf>

¹⁵³ Cambridge City Council (2018) Air Quality Action Plan 2018-2023, Version 2, 2019 update [online] Available at: <https://www.cambridge.gov.uk/media/3451/air-quality-action-plan-2018.pdf>

¹⁵⁴ South Cambridgeshire District Council (2008) Local Air Quality Strategy 2008-2013 [online] Available at: <https://www.scams.gov.uk/media/6728/air-quality-strategy.pdf>

¹⁵⁵ Peter Brett Associates (2015) Infrastructure Delivery Study 2015 [online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/rd-mc-080.pdf>

¹⁵⁶ South Cambridgeshire District Council (2001) Contaminated Land Strategy [online] Available at: <https://www.scams.gov.uk/media/7919/contaminatedlandstrategy-2001-final-version.pdf>

¹⁵⁷ Cambridge City Council (2009) Contaminated Land Strategy [online] Available at: <https://www.cambridge.gov.uk/media/3025/contaminated-land-strategy.pdf>

- To promote Cambridge as a sustainable city, in particular by reducing carbon dioxide emissions and the amount of waste going into landfill in the City and sub-region.
- Ensure that residents and other service users have an entirely positive experience of dealing with the Council.
- Maintain a healthy, safe and enjoyable city for all, with thriving and viable neighbourhood.
- Lead the growth of Cambridge to achieve attractive, sustainable new neighbourhoods, including affordable housing, close to a good range of facilities, and supported by transport networks so that people can opt not to use the car.

6.28 **Cambridgeshire Green Infrastructure Strategy (2011)**¹⁵⁸: Highlights the issue of air quality in particular and how this can be addressed through Green Infrastructure (GI) provision. It also notes that water is an important element of GI and that management of GI assets can be conducive to improving or maintaining good water quality.

6.29 **South Cambridgeshire Recreation and Open Space Study (2013)**¹⁵⁹: Aims to provide an audit of the quantity and quality of existing provision in the district, assess the need for future provision.

6.30 **Cambridge Open Space and Recreation Strategy (2011)**¹⁶⁰: Discusses the findings of the Open Space and Recreation Assessment. It breaks the information down by ward and provides data on the deficits in each ward and the ward's strengths and weaknesses in terms of open space provision. It also discusses the level of provision proposed in the urban extensions to the City, which have not been assessed in this Strategy as they have not yet been delivered on site.

6.31 **Cambridgeshire and Peterborough Minerals and Waste Development Plan (2011)**¹⁶¹: Sets out key areas which will help shape the future of minerals activities. The plan includes a vision and strategic objectives for both sustainable minerals and waste development, spatial strategies for both waste and minerals, 10 core policies to achieve the strategic objectives for minerals and waste development, 16 development control policies to ensure no unacceptable harm to the environment, economy or communities of the region. Currently, Cambridgeshire County Council and Peterborough City Council are in the process of reviewing their joint Minerals and Waste Development Plan. The consultation on the Further Draft Cambridgeshire and Peterborough Minerals and Waste Plan ran from 15 March to 9 May 2019. Once adopted it will replace the current Minerals and Waste Local Plan.

6.32 **Anglian River Basin District Flood Risk Management Plan (2016)**¹⁶²: Looks at how to protect and improve water quality and ecology, and use water in a sustainable way.

¹⁵⁸ Cambridgeshire Green Infrastructure Forum (2011) Green Infrastructure Strategy [online] Available at: <https://www.cambridge.gov.uk/media/2557/green-infrastructure-strategy.pdf>

¹⁵⁹ South Cambridgeshire District Council (2013) Recreation and Open Space Study [online] Available at: <https://www.scambs.gov.uk/media/10290/recreation-open-space-study-2013.pdf>

¹⁶⁰ Cambridge City Council (2011) Open Space and Recreation Strategy [online] Available at: <https://www.cambridge.gov.uk/media/2467/open-space-and-recreation-strategy-2011.pdf>

¹⁶¹ Cambridgeshire County Council and Peterborough City Council (2011) Cambridgeshire and Peterborough Minerals and Waste Development Plan [online] Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/business/planning-and-development/Core_Strategy_Adopted_19July_2011.pdf?inline=true

¹⁶² Environment Agency (2016) Anglian River Basin District Flood Management Plan [online] Available at: <https://www.gov.uk/government/publications/anglian-river-basin-district-flood-risk-management-plan>

- 6.33 **Anglian River Basin Management Plan (2015)**¹⁶³ : Provides a framework for protecting and enhancing the benefits provided by the water environment. To achieve this, and because water and land resources are closely linked, it also informs decisions on land-use planning.
- 6.34 **Cambridge Area Water Cycle Strategy - Phase 1 (2008)**¹⁶⁴ **and Phase 2 (2011)**¹⁶⁵ : Provides an evidence base concerning the required water services infrastructure for planned development in the Cambridge Sub-Region (CSR). The Phase 1 study identified no insurmountable technical constraints to the proposed level of growth, but identified a number of important issues including the need for a Surface Water Management Plan, a detailed analysis of increased flood risk at the Swavesy Drain, and the need to investigate the viability of achieving 'water neutrality'¹⁶⁶. Phase 2 goes further and supports a more aspirational vision for water management, including aspirations to water neutrality, improving biodiversity and sustainable surface water management. In addition, a further dedicated Water Cycle Strategy (WCS) was developed in 2014 for the allocated strategic development site at Denny St Francis, north of the existing town of Waterbeach.¹⁶⁷
- 6.35 **Cambridge Water Resources Management Plan (WRMP) 2019**¹⁶⁸: describes how Cambridge Water aims to meet the demand for water in the Cambridge region, including consideration of climate change, population growth and the need to protect the environment. The WRMP recognises the increased demand for water due to a growing population, the potential for adverse environmental impacts of extraction and the need to reduce water wastage.
- 6.36 **Citywide Tree Strategy 2016-2026**¹⁶⁹: Aims to sustainably manage the Council's own trees and those it manages by agreement, to foster a resilient tree population that responds to the impacts of climate change and urban expansion, to raise awareness of trees being a vital community asset, through promoting continued research, through education via the provision of advice and through partnership working and to make efficient and strategic use of the Council's regulatory powers for the protection of trees of current and future value.

Current Baseline

Air quality

- 6.37 Poor air quality can lead to a number of health issues. The annual cost of particulate matter alone in the UK is thought to be around £16 billion in terms of health. An Air Quality Assessment, led by Greater Cambridge Partnership, which the Councils are members of, is currently underway.

¹⁶³ Environment Agency, DEFRA (2015) Anglian River Basin Management Plan [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/718327/Anglian_RBD_Part_1_river_basin_management_plan.pdf

¹⁶⁴ Cambridgeshire Horizons (2008) Water Cycle Strategy up to 2031, Major Growth Areas in and around Cambridge, Phase 1 – Outline Strategy [Online]. Available at: <https://www.scams.gov.uk/media/7595/cambridgeshire-water-cycle-strategy-phase-1-2008.pdf>

¹⁶⁵ Cambridgeshire Horizons (2011) Detailed Water Cycle Strategy up to 2031, Major Growth Areas in and around Cambridge, Phase 2 – Detailed Strategy [Online]. Available at: <https://www.scams.gov.uk/media/7596/cambridgeshire-water-cycle-strategy-phase-2-2011.pdf>

¹⁶⁶ The concept that the total water used after a new development is no more than the total water used before the development in a given wider area. This requires meeting the new demand through improving the efficiency of use of the existing water resources.

¹⁶⁷ RLW Estates (2014) Denny St Francis Water Cycle Study [Online]. Available at: https://www.scams.gov.uk/media/1380/328331_denny_st_francis_water_cycle_study_-_detailed_report_rev.pdf

¹⁶⁸ Cambridge Water Company (2019) Water Resources Management Plan [online] Available at: <https://www.cambridge-water.co.uk/media/2546/revised-draft-wrmp-2019-cambridge-water-v2.pdf>

¹⁶⁹ Cambridge City Council (2016) Citywide Tree Strategy 2016-2026 [online] Available at: <https://www.cambridge.gov.uk/media/3260/tree-strategy-2016-part-1.pdf>

- 6.38 Two main factors cause excessive transport-related pollution within the sub-region: the employment, education and tourist centre of Cambridge; and the prevalence of long-distance freight on the A14 east-west corridor. These factors lead to high numbers of longer than average commutes to and from Cambridge and a very high proportion of heavy goods vehicles on the trunk roads. The resulting congestion on trunk routes and the centres of Cambridge and the surrounding market towns also exacerbates the problems associated with high traffic flows.
- 6.39 The main transport routes through the area are:
- The A14, which runs from Harwich and Felixstowe ports in the east to the M1 and the Midlands to the west, is located to the immediate north of the City/District boundary and passes through both South Cambridgeshire and Huntingdonshire. It is also the principal route for local traffic between Huntingdon, St Ives and Cambridge as well as part of a Northern Cambridge Bypass.
 - The M11, which runs from the A14 south to Stansted Airport (planned for expansion) and the M25/London, located in South Cambridgeshire to the immediate west of the City/District boundary.¹⁷⁰
- 6.40 There is one Air Quality Management Area (AQMA) within South Cambridgeshire, along the A14 between Bar Hill and Milton, where levels of NO₂ and PM₁₀ exceed the UK and EU air quality standards. The City of Cambridge declared an AQMA in 2004 where levels of (NO₂) exceed the UK and EU air quality standards.¹⁷¹ High concentrations of NO₂ can act as an irritant causing inflammation of the airways and, by affecting the immune cells in the lungs, can increase susceptibility to respiratory infections. Additionally, high concentrations of PM₁₀ have a close relationship with increased mortality.¹⁷²
- 6.41 Despite technological improvements in recent years and traffic levels in the County remaining broadly similar over the past decade, PM₁₀ particulate matter and nitrogen dioxide levels have remained high. NO₂ is the main air pollutant of concern in the majority of Cambridgeshire AQMAs, with PM₁₀ a key concern in South Cambridgeshire.¹⁷³
- 6.42 The Cambridgeshire Health and Wellbeing Board reviewed a Transport and Health Joint Strategic Needs Assessment report in 2014 in which air pollution was considered. Through the Joint Strategic Needs Assessment process, stakeholders identified several options for addressing air pollution in Cambridgeshire such as:
- Lower emission transport fleet (buses and taxis).
 - Modal shift from cars to walking and cycling.
 - Review and promote the use of means to reduce person exposure in the short term such as Text Alerts to vulnerable people, monitoring indoor air quality.

¹⁷⁰ Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council (2009) Air Quality Action Plan for the Cambridgeshire Growth Areas [online] Available at: <https://www.scambs.gov.uk/media/6727/air-quality-action-plan.pdf>

¹⁷¹ Cambridge City Council (2019) Air Quality Annual Status Report [online] Available at: <https://www.cambridge.gov.uk/media/7417/air-quality-annual-status-report-2019.pdf>

¹⁷² South Cambridgeshire (2018) Air Quality Annual Status Report [online] Available at: <https://www.scambs.gov.uk/media/12663/annual-status-report-2018.pdf>

¹⁷³ Cambridgeshire County Council (2015) Cambridgeshire Local Transport Plan 2011-2031 [online] Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The_Local_Transport_Plan_3%20%281%29.pdf?inline=true

- 6.43 The emerging Cambridgeshire and Peterborough Local Transport Plan includes ambitious plans to improve the transport network over the coming 30 years, which are likely to help relieve these issues, as discussed in **Chapter 5**.
- 6.44 In addition, the Greater Cambridge Greenways Project involves a high quality network of routes from South Cambridgeshire into Cambridge from some of the surrounding towns and villages aiming to increase levels of cycling and walking, in order to reduce traffic congestion as the city grows, as well as to improve the health of its population.¹⁷⁴ The Greater Cambridge Partnership has also launched a study on improving air quality in Cambridge through the creation of a Clean Air Zone. A Clean Air Zone is an area where targeted action is taken to improve air quality, which delivers improved health benefits and supports economic growth. Clean Air Zones are also being considered in a number of UK cities, including Oxford, Nottingham and Leeds.¹⁷⁵

Geology and minerals

- 6.45 A variety of mineral resources are found in the Greater Cambridge Local Plan area: sand, gravel, limestone, chalk, chalk marl and clay. There are extensive deposits often occurring under high quality agricultural land or in areas valued for their biodiversity and landscapes, e.g. river valleys.¹⁷⁶ As shown in **Figure 6.3**, there are currently three Minerals Safeguarding Areas (MSAs) within the City of Cambridge and three within South Cambridgeshire. There are also seven Mineral Consultation Areas (MCAs) within Greater Cambridge. There are also a small number of minerals site allocations, which are extensions to existing minerals sites. The mineral resource of primary interest for Cambridgeshire & Peterborough is sand and gravel and crushed rock aggregate (limestone). Sand and gravel resources occur mainly within superficial or 'drift' deposits, subdivided into river sand and gravel, glacial deposits, head deposits and bedrock sand. There are sand and gravel deposits around Cambridge City, particularly to the north but also stretching out into the southern part of the plan area. There are also deposits of chalk in the southern and eastern parts Greater Cambridge.¹⁷⁷
- 6.46 Cambridgeshire and Peterborough has limited resources of rock suitable for crushed rock aggregate. The Lincolnshire Limestone Formation (inferior oolite) crops out in the north-west of the Plan area, west and north-west of Peterborough. None of the limestone is worked for building stone within the Plan area. Owing to its relatively low strength and its poor resistance to frost it is generally used as constructional fill or as sub-base roadstone material. To the south of the Plan area closer to Cambridge the Upware Limestone is quarried on a small scale for use as an agricultural lime and asphalt filler.¹⁷⁸

¹⁷⁴ South Cambridgeshire (2018) Air Quality Annual Status Report [online] Available at: <https://www.scams.gov.uk/media/12663/annual-status-report-2018.pdf>

¹⁷⁵ Greater Cambridge Partnership (2018) Study launched to 'clean up' air pollution in Cambridge [online] Available at: <https://www.greatercambridge.org.uk/news/study-launched-to-clean-up-air-pollution-in-cambridge/>

¹⁷⁶ Cambridgeshire County Council and Peterborough City Council (2011) Cambridgeshire and Peterborough Minerals and Waste Development Plan [online] Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/business/planning-and-development/Core_Strategy_Adopted_19July_2011.pdf?inline=true

¹⁷⁷ Cambridgeshire County Council and Peterborough City Council (2011) Cambridgeshire and Peterborough Minerals and Waste Development Plan [online] Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/business/planning-and-development/Core_Strategy_Adopted_19July_2011.pdf?inline=true

¹⁷⁸ Cambridgeshire County Council (2016) Aggregate and Waste Monitoring Report 2011-2016 [online] Available at: <https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/business/planning-and-development/2018%2005%20Cams%20Annual%20MR.pdf?inline=true>

Soils

- 6.47 Cambridgeshire has one of the largest areas of high-grade agricultural land in the UK, as shown in **Figure 6.2**. Approximately 85% of the land is arable farmland or managed grassland, 5% is wooded and the remaining 10% is made up of the urban areas.¹⁷⁹ The underlying soils give rise to a mix of classified agricultural land, the majority being of Grades 1, 2 and 3, with small areas designated as urban and non-agricultural, almost entirely the City of Cambridge. Grade 1 and Grade 2 agricultural land represent the best and most versatile land for farming, along with Grade 3a agricultural land (the national maps of agricultural land classification do not distinguish between Grade 3a and Grade 3b agricultural land).

Contaminated Land

- 6.48 For a site to meet the definition of contaminated land, a pollutant linkage must be established. A pollutant linkage consists of three parts: a source of contamination in, on or under the ground, a pathway by which the contaminant is causing significant harm or harm, (or which presents a significant possibility of such harm being caused) and a receptor of a type specified in the regulations.¹⁸⁰ Two entries were added to the South Cambridgeshire District Council's Contaminated Land Register in 2003 and 2010. However, both have now been remediated.¹⁸¹ There is currently one entry on the register for Cambridge City that consists of four addresses. All of these addresses have now been fully remediated.¹⁸²

Water

- 6.49 **Figure 6.4** shows the location of water courses and Source Protections Zones (SPZs) within Greater Cambridge. The River Cam runs through the City of Cambridge through to South Cambridgeshire from the south west to the north east. The two principal tributaries of the Cam, the Granta and the Rhee, flow through South Cambridgeshire. Greater Cambridge lies within the River Basin Management Plan for the Anglian River Basin District. Land within the plan area falls across the Broadland Rivers catchment, Cam and Ely Ouse catchment, Combined Essex catchment, East Suffolk catchment, Nene catchment, North Norfolk catchment, North West Norfolk catchment, Old Bedford including the Middle Level catchment, Upper and Bedford Ouse catchment, Welland catchment and the Witham catchment. These areas extend beyond the boundaries of the plan area to include land to the north, east and west.¹⁸³
- 6.50 Priority issues for the Cam and Ely Ouse, Upper and Bedford Ouse and Old Bedford catchment areas include diffuse pollution, biological impacts of low flow rates and over abstraction and nutrient loading, the physical modification of water courses, invasive non-native plant and animal species, and pollution. Some of the water bodies in these catchments have been identified by the Environment Agency as having 'bad' or 'poor' ecological status, but none have been identified as having

¹⁷⁹ Cambridgeshire County Council and Peterborough City Council (2011) Cambridgeshire and Peterborough Minerals and Waste Development Plan [online] Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/business/planning-and-development/Core_Strategy_Adopted_19July_2011.pdf?inline=true

¹⁸⁰ Cambridge City Council (2009) Contaminated Land Strategy [online] Available at: <https://www.cambridge.gov.uk/media/3025/contaminated-land-strategy.pdf>

¹⁸¹ South Cambridgeshire District Council (2015) Contaminated Land Register [online] Available at: https://www.scambs.gov.uk/media/10502/scdc-contaminated-land-register_0.pdf

¹⁸² Pers. Comm. from council officers

¹⁸³ Environment Agency, DEFRA (2015) Anglian River Basin Management Plan [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/718327/Anglian_RBD_Part_1_river_basin_management_plan.pdf

'bad' chemical status.¹⁸⁴ There are also Source Protection Zones scattered throughout Greater Cambridge. The Environment Agency's 2013 document 'Water stressed areas – final classification' categorises Cambridge Water as being under 'moderate stress' both currently and under a range of future scenarios, with a final stress rating of 'not serious'. Cambridge Water Company's WRMP shows that beyond 2035, without additional resources or greater efficiency, the need for water to serve development will be greater than the current available supply. However, the WRMP sets out measures to ensure that Cambridge Water will be able to balance supply and demand in the region up to and beyond 2045. In August 2019 the Chair of Natural England raised concerns over the levels of stress on the River Cam in particular, which is said to be under threat from low rainfall and abstraction of groundwater for public supply. Given the prospect of increased demand from development locally, the Chair of Natural England suggested that major new reservoirs may be required in future to counter the stress.¹⁸⁵

- 6.51 A further breakdown of the number of water courses which have achieved various ecological and chemical classifications is provided in **Table 6.1**. For Greater Cambridge, the reasons for not achieving good status and reasons for deterioration in water quality were mainly agriculture and rural land management or related to the water industry.¹⁸⁶

Table 6.1 Ecological and Chemical Classification for surface waters in the Anglian River Basin District

Number of water bodies	Ecological status or potential					Chemical status	
	Bad	Poor	Moderate	Good	High	Fail	Good
603	15	114	421	53	0	5	598

¹⁸⁴ Environment Agency, DEFRA (2015) Anglian River Basin Management Plan [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/18327/Anglian_RBD_Part_1_river_basin_management_plan.pdf

¹⁸⁵ Pickstone, S (August 2019) River Cam crisis: Tony Juniper suggests 'major new reservoirs' *ENDS Report* [Online] Available at: <https://www.endsreport.com/article/1594857/river-cam-crisis-tony-juniper-suggests-major-new-reservoirs>

¹⁸⁶ Environment Agency (2019) Catchment Data Explorer [online] Available at: <https://environment.data.gov.uk/catchment-planning/RiverBasinDistrict/5/Summary>

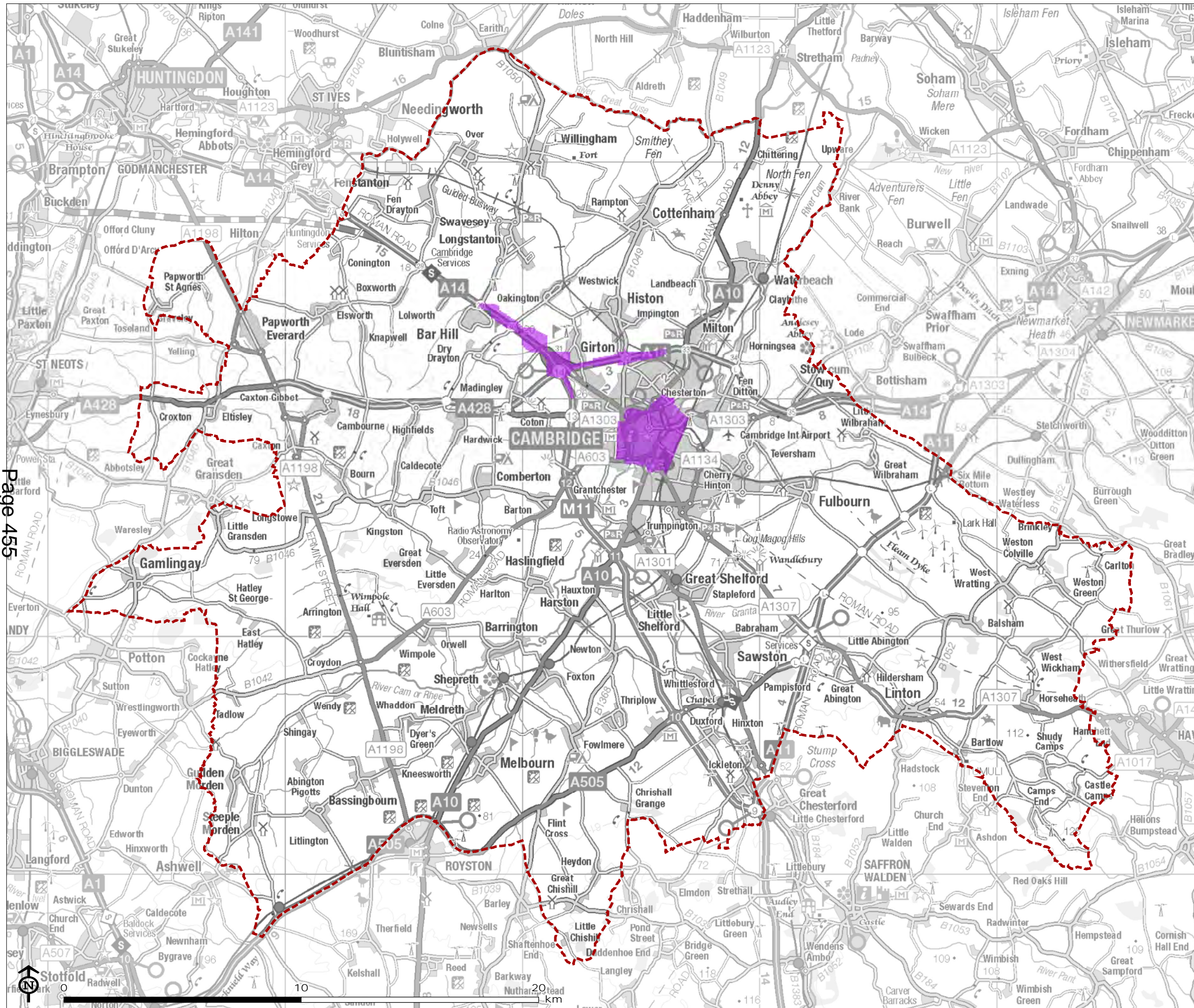
Table 6.2 Key Sustainability issues for Greater Cambridge and likely evolution without the Local Plan

Key sustainability issues for Greater Cambridge	Likely evolution without the Local Plan	Relevant SA objective
<p>Greater Cambridge has two AQMAs, one within South Cambridgeshire alongside the A14 and the other covering the entire city centre area of Cambridge. Additional development within Greater Cambridge has the potential to exacerbate air quality issues at AQMAs within Greater Cambridge and could have impacts on AQMAs in neighbouring authorities. Similarly there is potential for a cumulative impact of development in neighbouring authorities alongside development in Greater Cambridge in terms of air quality at AQMAs in Greater Cambridge.</p>	<p>Policy 36 in the Cambridge Local Plan and Policy SC/12 in the South Cambridgeshire Local Plan seek to minimise air pollution, especially within the AQMA, and protect air quality as well as promoting sustainable transport in the District. Without the Local Plan, development may be located in less sustainable locations that increase reliance on car use, which is likely to increase air pollution. Recent national policies and the emergence of new technologies are likely to improve air quality, for example, through cleaner fuels/energy sources. Nonetheless, the Local Plan provides an opportunity to contribute to improved air quality in Greater Cambridge through the sustainable siting of development and the promotion of alternative travel modes to the motorised vehicle, in line with national policy aspirations.</p>	<p>SA objective 13</p>
<p>The majority of Greater Cambridge contains best and most versatile agricultural land with a mix of classified agricultural land, Grades 1, 2 and 3.. New development should, where possible, be delivered as to avoid the loss of higher grades of agricultural land.</p>	<p>The Cambridge Local Plan seeks to safeguard the best and most versatile agricultural land within and on the edge of the City through Policy 8 and Policy NH/3 of the South Cambridgeshire Local Plan ensures no development will be granted if it leads to the irreversible loss of Grade 1, 2 and 3a agricultural land. Furthermore the NPPF supports the re-use of brownfield land and states that planning policies and decisions should contribute to and enhance the natural and local environment by “recognising the intrinsic</p>	<p>SA objective 8</p>

Key sustainability issues for Greater Cambridge	Likely evolution without the Local Plan	Relevant SA objective
	<p>character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land”. The Local Plan provides an opportunity to strengthen the approach and ensure these natural assets are not lost or compromised. This may involve the prioritisation of use of brownfield sites and lower quality agricultural land for development.</p>	
<p>The Greater Cambridge contains safeguarded mineral resources which, where possible, should not be lost or compromised by future growth.</p>	<p>Without the Local Plan it is possible that development could result in unnecessary sterilisation of mineral resources which would mean they are not available for future generations to use. Policy CS26 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy addresses Proposals for non-mineral development within the Minerals Safeguarded Areas.</p>	<p>SA objective 9</p>
<p>Some of the water bodies which flow through Greater Cambridge have been identified by the Environment Agency as having ‘bad’ or ‘poor’ ecological status. There are also areas in Greater Cambridge which are covered by a Source Protection Zone.</p>	<p>Without the Local Plan it is possible that un-planned development could be located in areas that will exacerbate existing water quality issues, although existing safeguards, such as the EU Water Framework Directive, would provide some protection. Development which occurs within Source Protection Zones presents the risk of contamination from any activities that might cause pollution in the area. Policy 7 of the Cambridge Local Plan aims to raise the water quality and enhance the natural resources of the River Cam. Policy CC/7 of the South Cambridgeshire Local Plan aims</p>	<p>SA objective 10</p>

Key sustainability issues for Greater Cambridge	Likely evolution without the Local Plan	Relevant SA objective
	<p>to ensure that sufficient capacity in the existing local infrastructure is provided to meet the additional requirements arising from new development, that the quality of water bodies will not be harmed and the delivery of mitigation which would help to prevent water quality issues emerging. The Local Plan will provide the opportunity to ensure that development is located and designed to take into account the sensitivity of the water environment. It will also provide further certainty in terms of planning for adequate wastewater infrastructure to address development requirements over the plan period.</p>	
<p>The region is under moderate water stress and action is required now to ensure the availability of water for future uses, including potable water supply and food production, without having a detrimental impact on the environment, as low rainfall and over abstraction in rivers is causing serious concern.</p>	<p>Without the Local Plan it is possible that un-planned development could be located in areas that will exacerbate the water stress issue within the sub-region, although Cambridge Water's WRMP sets out measure to ensure that supply and demand in the region can be balanced over the next 25 years and beyond. Policy 28 of the Cambridge Local Plan requires all new development to meet the minimum standards of water efficiency to address the severe water stress within the area and has set a target for water consumption of 110 litres per person per day. Policy CC/4 of the South Cambridgeshire Local Plan requires all new residential development to achieve a minimum water efficiency equal to 110 litres per person per day. The Local Plan has the potential to secure long term sustainable development, which will be</p>	<p>SA objective 10</p>

Key sustainability issues for Greater Cambridge	Likely evolution without the Local Plan	Relevant SA objective
	essential in ensuring that all new development implement water efficiency standards.	



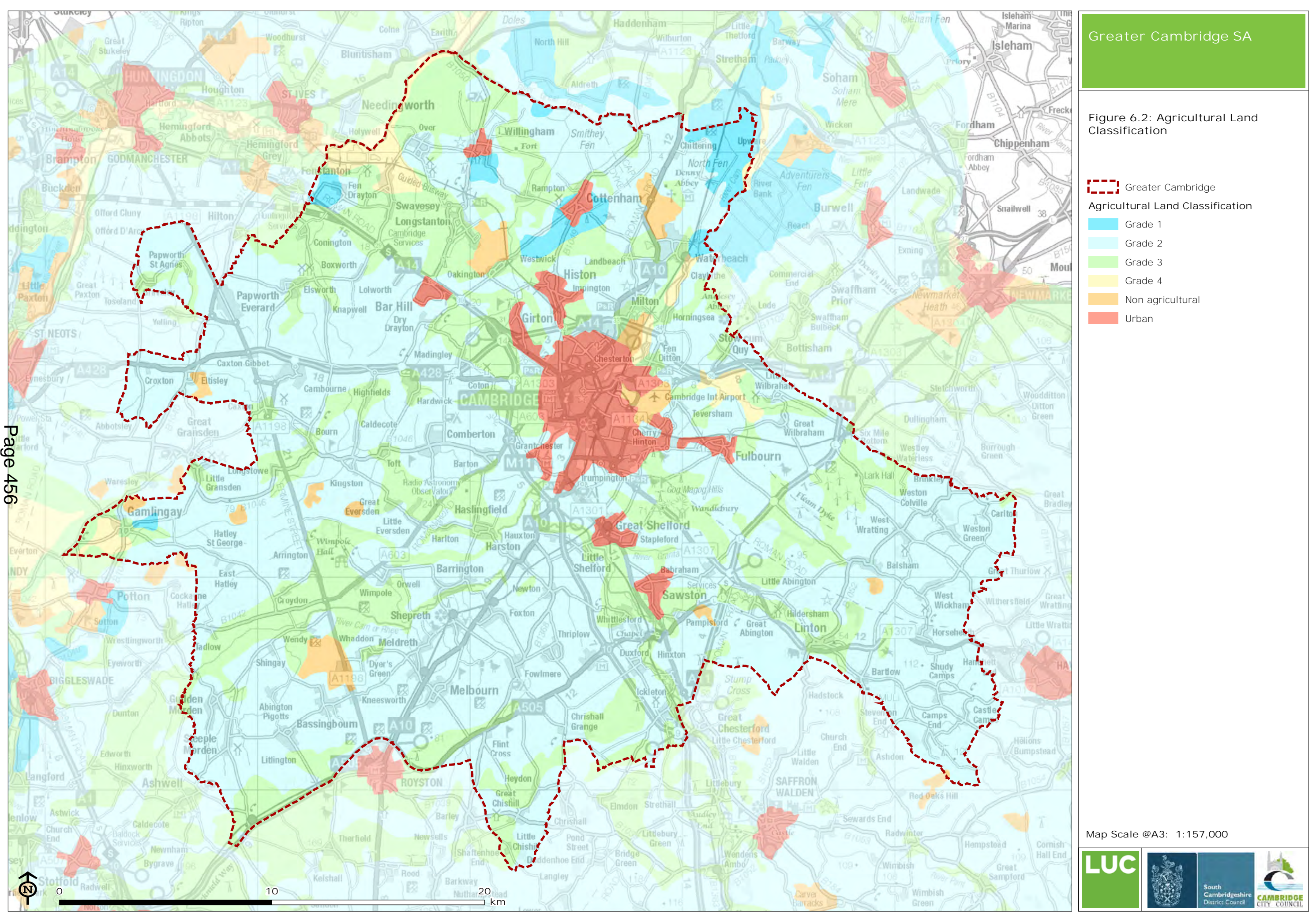
Greater Cambridge SA

Figure 6.1: Air Quality in Greater Cambridge

- Greater Cambridge
- Air Quality Management Areas

Map Scale @A3: 1:157,000





Greater Cambridge SA

Figure 6.2: Agricultural Land Classification

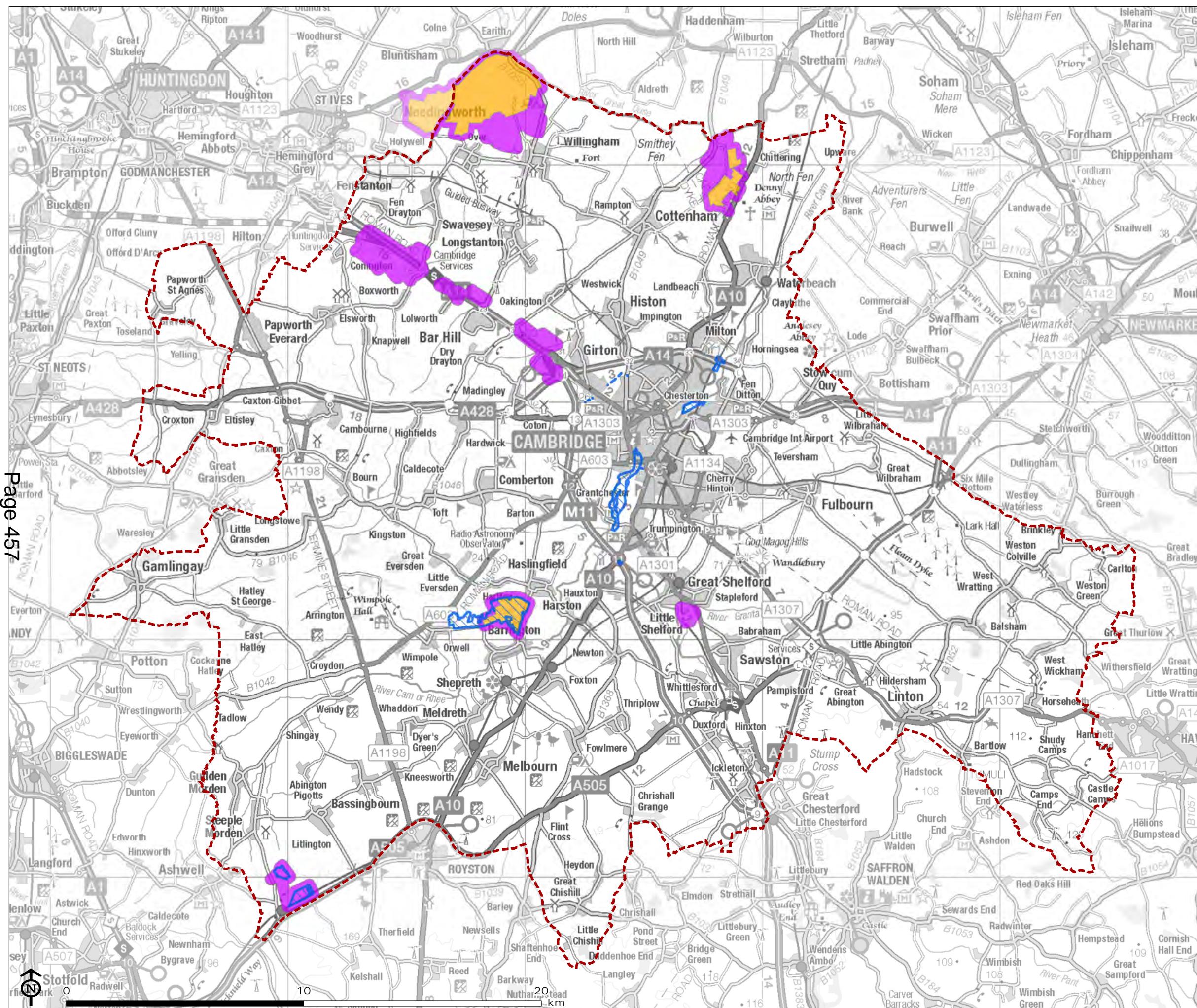
- Greater Cambridge
- Agricultural Land Classification**
- Grade 1
- Grade 2
- Grade 3
- Grade 4
- Non agricultural
- Urban

Map Scale @A3: 1:157,000

LUC

South
Cambridgeshire
District Council

CAMBRIDGE
CITY COUNCIL



Greater Cambridge SA

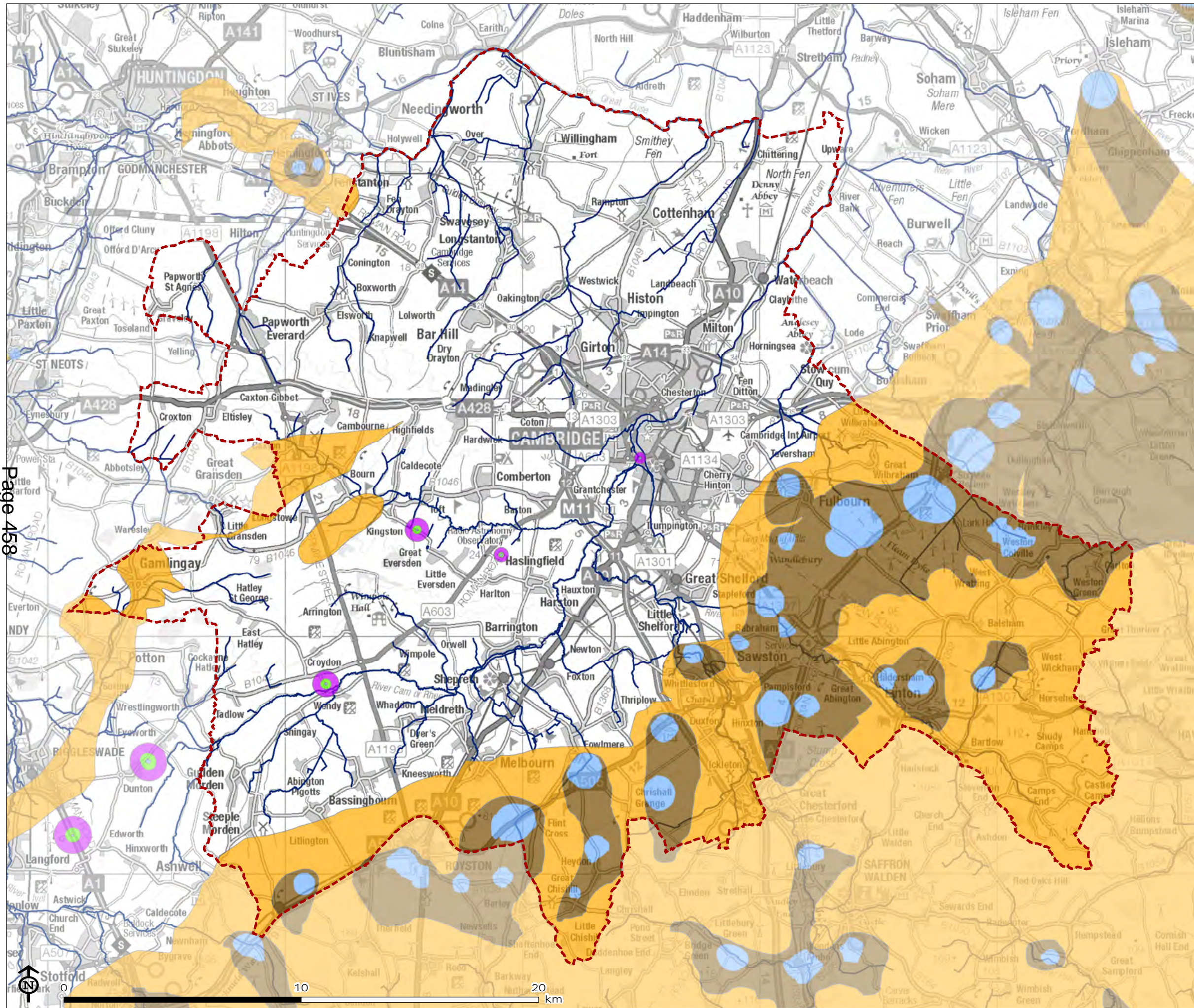
Figure 6.3: Mineral sites within Greater Cambridge

- Greater Cambridge
- Existing Mineral Sites
- Mineral Consultation Areas
- Mineral Safeguarding Areas

Page 457

Map Scale @A3: 1:157,000





Greater Cambridge SA

Figure 6.4: Watercourses and Source Protections Zones within Greater Cambridge

- Greater Cambridge
- Watercourse
- Source Protection Zones
- 1
- 1c
- 2
- 2c
- 3

Map Scale @A3: 1:157,000



7 Climate Change Adaptation and Mitigation

Policy Context

International

- 7.1 **European Floods Directive (2007)**: A framework for the assessment and management of flood risk, aiming at the reduction of the adverse consequences for human health, the environment, cultural heritage and economic activity.
- 7.2 **European Energy Performance of Buildings Directive (2010)**: Aims to promote the energy performance of buildings and building units. Requires the adoption of a standard methodology for calculating energy performance and minimum requirements for energy performance.
- 7.3 **United Nations Paris Climate Change Agreement (2015)**: International agreement to keep global temperature rise this century well below 2 degrees Celsius above pre-industrial levels.

National

- 7.4 **National Planning Policy Framework (NPPF)¹⁸⁷**: Contains the following:
- One of the core planning principles is to “support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure”.
 - Inappropriate development in areas at risk of flooding should be avoided. Where development is necessary, it should be made safe for its lifetime without increasing flood risk elsewhere.
 - Local planning authorities should adopt a proactive approach to mitigate and adapt to climate change, taking full account of flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.
- 7.5 **National Planning Practice Guidance (PPG)¹⁸⁸**: Supports the content of the NPPF by promoting low carbon and renewable energy generation, including decentralised energy, the energy efficiency of existing and new buildings and sustainable transport.
- 7.6 **Planning Act (2008)¹⁸⁹**: Section 182 places a legal duty on local planning authorities to ensure that their development plan documents include policies to

¹⁸⁷ Department for Communities and Local Government (2019) National Planning Policy Framework [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf

¹⁸⁸ Department for Communities and Local Government (2016) National Planning Practice Guidance [online] Available at: <https://www.gov.uk/government/collections/planning-practice-guidance>

¹⁸⁹ HM Government (2008) Planning Act 2008 [online] Available at: <http://www.legislation.gov.uk/ukpga/2008/29/contents>

ensure that development and use of land in their area contributes to the mitigation of, and adaptation to, climate change.

- 7.7 **Planning and Energy Act (2008)**¹⁹⁰: enables local planning authorities to set requirements for carbon reduction and renewable energy provision. It should be noted that while the Housing Standards Review proposed to repeal some of these provisions, at the time of writing there have been no amendments to the Planning and Energy Act.
- 7.8 **Climate Change Act 2008**¹⁹¹: Sets targets for UK greenhouse gas emission reductions of at least 100% by 2050 and CO₂ emission reductions of at least 26% by 2015, against a 1990 baseline (in 2008 the target was set at 80%, however the target has recently been amended in 2019 by Statutory Instrument No.1056 to 100%).
- 7.9 **Flood and Water Management Act (2010)**¹⁹²: Sets out measures to ensure that risk from all sources of flooding is managed more effectively. This includes: incorporating greater resilience measures into the design of new buildings; utilising the environment in order to reduce flooding; identifying areas suitable for inundation and water storage to reduce the risk of flooding elsewhere; rolling back development in coastal areas to avoid damage from flooding or coastal erosion; and creating sustainable drainage systems (SuDS).
- 7.10 **The UK Renewable Energy Strategy**¹⁹³: Sets out the ways in which we will tackle climate change by reducing our CO₂ emissions through the generation of a renewable electricity, heat and transport technologies.
- 7.11 **The Energy Efficiency Strategy: The Energy Efficiency Opportunity in the UK**¹⁹⁴: Aims to realise the wider energy efficiency potential that is available in the UK economy by maximising the potential of existing dwellings by implementing 21st century energy management initiatives on 19th century homes.
- 7.12 The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting: Making the country resilient to a changing climate¹⁹⁵: Sets out visions for the following sectors:
- People and the Built Environment – “to promote the development of a healthy, equitable and resilient population, well placed to reduce the harmful health impacts of climate change...buildings and places (including built heritage) and the people who live and work in them are resilient and organisations in the built environment sector have an increased capacity to address the risks and make the most of the opportunities of a changing climate.”
 - Infrastructure – “an infrastructure network that is resilient to today’s natural hazards and prepared for the future changing climate”.

¹⁹⁰ HM Government (2008) Planning and Energy Act 2008 [online] Available at: <https://www.legislation.gov.uk/ukpga/2008/21>

¹⁹¹ HM Government (2008) Climate Change Act 2008 [online] Available at: https://www.legislation.gov.uk/ukpga/2008/27/pdfs/ukpga_20080027_en.pdf

¹⁹² HM Government (2010) Flood and Water Management Act 2010 [online] Available at:

http://www.legislation.gov.uk/ukpga/2010/29/pdfs/ukpga_20100029_en.pdf

¹⁹³ HM Government (2009) The UK Renewable Energy Strategy [online] Available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/228866/7686.pdf

¹⁹⁴ Department of Energy & Climate Change (2012) The Energy Efficiency Strategy: The Energy Efficiency Opportunity in the UK [online] Available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/65602/6927-energy-efficiency-strategy--the-energy-efficiency.pdf

¹⁹⁵ HM Government (2018) The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting: Making the country resilient to a changing climate [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/727252/national-adaptation-programme-2018.pdf

- Natural Environment – “the natural environment, with diverse and healthy ecosystems, is resilient to climate change, able to accommodate change and valued for the adaptation services it provides.”
- Business and Industry – “UK businesses are resilient to extreme weather and prepared for future risks and opportunities from climate change.”
- Local Government – “Local government plays a central role in leading and supporting local places to become more resilient to a range of future risks and to be prepared for the opportunities from a changing climate.”

7.13 **UK Climate Change Risk Assessment 2017**¹⁹⁶: Sets out six priority areas needing urgent further action over the next five years in order to minimise risk from the effects of climate change. These priority areas include: flooding and coastal change risk to communities, businesses and infrastructure; risks to health, wellbeing and productivity from high temperatures; risk of shortages in the public water supply and for agriculture, energy generation and industry; risks to natural capital; risks to domestic and international food production and trade; and new and emerging pests and diseases and invasive species.

7.14 Understanding the risks, empowering communities, building resilience: The national flood and coastal erosion risk management strategy for England¹⁹⁷: This Strategy sets out the national framework for managing the risk of flooding and coastal erosion. It sets out the roles for risk management authorities and communities to help them understand their responsibilities. The strategic aims and objectives of the Strategy are to:

- Manage the risk to people and their property.
- Facilitate decision-making and action at the appropriate level – individual, community or local authority, river catchment, coastal cell or national.
- Achieve environmental, social and economic benefits, consistent with the principles of sustainable development.

7.15 **A Green Future: Our 25 Year Plan to Improve the Environment**¹⁹⁸: Sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. Identifies six key areas around which action will be focused. Those of relevance to this chapter are: using and managing land sustainably; and protecting and improving our global environment. Actions that will be taken as part of these two key areas are as follows:

- Using and managing land sustainably:
 - Take action to reduce the risk of harm from flooding and coastal erosion including greater use of natural flood management solutions.
- Protecting and improving our global environment:
 - Provide international leadership and lead by example in tackling climate change and protecting and improving international biodiversity.

¹⁹⁶ HM Government (2017) UK Climate Change Risk Assessment [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/584281/uk-climate-change-risk-assess-2017.pdf

¹⁹⁷ HM Government (2011) Understanding the risks, empowering communities, building resilience: The national flood and coastal erosion risk management strategy for England [online] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/228898/9780108510366.pdf

¹⁹⁸ HM Government (2018) A Green Future: Our 25 Year Plan to Improve the Environment [online] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/673203/25-year-environment-plan.pdf

Sub-national

- 7.16 **Cambridgeshire Green Infrastructure Strategy (2011)**: Mitigating and adapting to climate change is one of the four objectives of the Strategy. It notes the low-lying nature of the county and subsequent flood risk, as well as the prospect that growth and development will further exacerbate the human and economic impacts.
- 7.17 **Cambridgeshire Renewables Infrastructure Framework (2012)**¹⁹⁹: Identifies a wide range of renewable technologies available, creating opportunities for Cambridgeshire to be a leading county for clean energy projects, goods and services, recognising that the Cambridge area has an excellent research base for renewable energy technologies and is an ideal location in the UK for growth in the sector. The Framework identifies that 9% of the opportunity is in Cambridge City and 26% in South Cambridgeshire. A separate report setting out the baseline data²⁰⁰ notes that South Cambridgeshire (along with Huntingdonshire) has both the greatest renewable energy potential and the greatest energy demand.
- 7.18 **Cambridge Sustainable Design and Construction SPD (2007)**²⁰¹: Produced to provide guidance on the policies within the Cambridge Local Plan 2006 that relate to sustainability. An emerging SPD for Greater Cambridge is currently in consultation and will replace the existing SPD when adopted.
- 7.19 **South Cambridgeshire Design Guide SPD (2010)**²⁰²: Produced to expand on district-wide policies and ensure that design is an integral part of the development process, in a way that respects the local context. An emerging SPD for Greater Cambridge is currently in consultation and will replace the existing SPD when adopted.
- 7.20 **Scoping Report: Feasibility of a Carbon Offset Mechanism for Cambridgeshire (2010)**²⁰³: Explores the role that a Carbon Offset Fund (COF) could play in delivering low carbon growth within Cambridgeshire, as an alternative to developer meeting their whole carbon reduction obligations through on-site measures, with a focus on large-scale projects.
- 7.21 **Cambridgeshire Community Energy Fund Final Report (2012)**²⁰⁴: Presents a study of the role that a community energy fund (CEF) – one that levies a charge on developers for the emissions resulting from new development and pool these into a fund for carbon saving projects - might play in delivering carbon emissions reduction in Cambridgeshire.
- 7.22 **Cambridge Climate Change Strategy 2016-2021**: Sets out five key objectives for how Cambridge City will address the causes and consequences of climate change, focussing on areas that contribute most to the City's carbon footprint and where the Council has the most scope to influence emissions, including: reducing emissions from the estate and operations; reducing transport emissions; promoting energy

¹⁹⁹ Cambridgeshire Horizons (2012) Cambridgeshire Renewables Infrastructure Framework (CRIF) – Final Report [Online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/rd-cc-040.pdf>

²⁰⁰ Cambridgeshire Horizons (2012) Cambridgeshire Renewables Infrastructure Framework (CRIF) – Baseline data, opportunities and constraints [Online] Available at: <http://scams.moderngov.co.uk/documents/s61865/Cambridgeshire%20Renewables%20Infrastructure%20Framework%20-%20Baseline%20Data%20Opportunities%20and%20Constraints.pdf>

²⁰¹ Cambridge City Council (2007) Sustainable Design and Construction SPD [online] Available at: https://www.cambridge.gov.uk/media/2355/sustaincomspd_web.pdf

²⁰² South Cambridgeshire District Council (2010) District Design Guide [online] Available at: <https://www.scams.gov.uk/planning/local-plan-and-neighbourhood-planning/district-design-guide-spd/>

²⁰³ Cambridgeshire Horizons (2010) Scoping Report: Feasibility of a Carbon Offset Mechanism for Cambridgeshire [Online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/Stage%201%20Carbon%20Offset%20Report.pdf>

²⁰⁴ Cambridgeshire Horizons (2012) Cambridgeshire Community Energy Fund [Online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/Stage%202%20Community%20Energy%20Fund%20Report.pdf>

efficiency in development and through behaviour change; reducing consumption and waste; and supporting efforts to adapt to climate change impact.²⁰⁵ An update report in October 2018²⁰⁶ sets out progress to date on each objective.

- 7.23 **Cambridge Climate Change Adaptation Plan**²⁰⁷: This plan was developed as part of one of the actions identified in the Council's Climate Change Strategy. It aims to improve the resilience of the Council and city to extreme weather events through multiple actions outlined in the plan.
- 7.24 **Decarbonising Cambridge Study (2010)**²⁰⁸: Provides the evidence base for setting targets for the CO₂ performance of new developments in Cambridge. Assesses the potential for low carbon and renewable energy systems and provides advice on the development of planning policy and identifying supportive measures to achieve policy goals. An update to this work looking at the role of planning in delivering net zero is to be commissioned.
- 7.25 **Cambridgeshire Flood and Water SPD (2016)**²⁰⁹: Provides guidance for developers on how to manage flood risk and the water environment as part of new development proposals. This includes how to incorporate sustainable drainage systems and how to take account of climate change.
- 7.26 **Cambridge & South Cambridgeshire Level 1 SFRA (2010)**²¹⁰: Assess the extent and nature of the risk of flooding in the area and its implications for land use planning. It finds that most of the internal drainage boards within the study area is found in the north of South Cambridgeshire, and that fluvial flooding is the dominant source of flood risk, with surface water also likely to be a key issue. An updated SFRA is currently being commissioned.
- 7.27 **Cambridgeshire Surface Water Management Plan (2014)**²¹¹: Recognises that surface water flooding can put more properties at risk than fluvial flooding and can be more difficult to predict than river or coastal flooding. It collates and reviews flood incident records and produces a revised list of 'wet spot' prioritisation to assist in allocating resources.
- 7.28 **Histon and Impington Surface Water Management Plan (2014)**²¹²: Investigates surface water flooding issues and the feasibility of potential mitigation solutions in Histon & Impington villages, located to the north of Cambridge. It focuses on three earlier identified 'wet spots' based on historic flooding evidence and mapping.²¹³

²⁰⁵ Cambridge City Council (2016) Climate Change Strategy 2016-2021 [Online] Available at: https://www.cambridge.gov.uk/media/3230/climate_change_strategy_2016-21.pdf

²⁰⁶ Cambridge City Council (2018) Annual Climate Change Strategy, Carbon Management Plan and Climate Change Fund Update Report [Online] Available at: <https://www.cambridge.gov.uk/media/6891/climate-change-strategy-progress-report-2017-18.pdf>

²⁰⁷ Cambridge City Council (2018) Climate Change Adaptation Plan [online] Available at: <https://www.cambridge.gov.uk/media/5996/climate-change-adaptation-plan.pdf>

²⁰⁸ Element Energy for Cambridge City Council (2010) Cambridge: A renewable and low carbon energy study [Online] Available at: <https://www.cambridge.gov.uk/media/2529/rd-cc-250.pdf>

²⁰⁹ Cambridgeshire County Council (2016) Cambridgeshire Flood and Water SPD [Online] Available at: <https://www.cambridge.gov.uk/media/7107/cambridgeshire-flood-and-water-spd.pdf>

²¹⁰ Cambridge City Council and South Cambridgeshire District Council (2010) Cambridge & South Cambridgeshire SFRA [Online]. Available at: https://www.cambridge.gov.uk/media/2560/ccc_sfra_report_text.pdf

²¹¹ Cambridgeshire County Council (2014) Surface Water Management Plan – Countywide Update [Online] Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/business/planning-and-development/Cambs_Surface_Water_Management_Plans_aug15.pdf?inline=true

²¹² Cambridgeshire County Council (2014) Surface Water Management Plan – Histon & Impington Pre-PAR [Online]. Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/business/planning-and-development/Histon_and_Impington_SWMP_report.pdf?inline=true

²¹³ 1) Villa Road/South Road; 2) Glebe Road; Water Lane.

- 7.29 **Cambridge Area Water Cycle Strategy - Phase 1 (2008)²¹⁴ and Phase 2 (2011)²¹⁵**: Provides an evidence base concerning the required water services infrastructure for planned development in the Cambridge Sub-Region (CSR). The Phase 1 study identified no insurmountable technical constraints to the proposed level of growth, but identified a number of important issues including the need for a Surface Water Management Plan, a detailed analysis of increased flood risk at the Swavesy Drain, and the need to investigate the viability of achieving 'water neutrality'²¹⁶. Phase 2 goes further and supports a more aspirational vision for water management, including aspirations to water neutrality, improving biodiversity and sustainable surface water management. In addition, a further dedicated Water Cycle Strategy (WCS) was developed in 2014 for the allocated strategic development site at Denny St Francis, north of the existing town of Waterbeach.²¹⁷ An update to this strategy is being commissioned by the Councils.
- 7.30 **Cambridge and Milton Surface Water Management Plan (2011)²¹⁸**: Aims to produce a long term surface water management Action Plan for Cambridge and Milton, to be reviewed every 6 years at a minimum. The study notes increasing flood risk associated with climate change as a critical factor.
- 7.31 **Great Ouse Catchment Flood Management Plan (2011)²¹⁹**: Sets out the scale and extent of flooding now and in the future, and policies for managing flood risk within the catchment.
- 7.32 **Citywide Tree Strategy 2016-2026²²⁰**: Aims to sustainably manage the Council's own trees and those it manages by agreement, to foster a resilient tree population that responds to the impacts of climate change and urban expansion, to raise awareness of trees being a vital community asset, through promoting continued research, through education via the provision of advice and through partnership working and to make efficient and strategic use of the Council's regulatory powers for the protection of trees of current and future value.

Current Baseline

- 7.33 Following a Council meeting on 29 November 2018, South Cambridgeshire District Council pledged to support a target of cutting local carbon emissions to zero by

²¹⁴ Cambridgeshire Horizons (2008) Water Cycle Strategy up to 2031, Major Growth Areas in and around Cambridge, Phase 1 – Outline Strategy [Online]. Available at: <https://www.scams.gov.uk/media/7595/cambridgeshire-water-cycle-strategy-phase-1-2008.pdf>

²¹⁵ Cambridgeshire Horizons (2011) Detailed Water Cycle Strategy up to 2031, Major Growth Areas in and around Cambridge, Phase 2 – Detailed Strategy [Online]. Available at: <https://www.scams.gov.uk/media/7596/cambridgeshire-water-cycle-strategy-phase-2-2011.pdf>

²¹⁶ The concept that the total water used after a new development is no more than the total water used before the development in a given wider area. This requires meeting the new demand through improving the efficiency of use of the existing water resources.

²¹⁷ RLW Estates (2014) Denny St Francis Water Cycle Study [Online]. Available at: https://www.scams.gov.uk/media/1380/328331_denny_st_francis_water_cycle_study_-_detailed_report_rev.pdf

²¹⁸ Cambridgeshire Flood Risk Management Partnership (2011) Cambridge and Milton Surface Water Management Plan [online] Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/business/planning-and-development/Cambridge_And_Milton_SWMP_report.pdf?inline=true

²¹⁹ Environment Agency (2011) Great Ouse Catchment Flood Management Plan [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/288877/Great_Ouse_Catchment_Flood_Management_Plan.pdf

²²⁰ Cambridge City Council (2016) Citywide Tree Strategy 2016-2026 [online] Available at: <https://www.cambridge.gov.uk/media/3260/tree-strategy-2016-part-1.pdf>

2050, which was before the Government adopted net zero by 2050 as a national target in 2019.²²¹

- 7.34 On 21 February 2019 Cambridge City Council declared a ‘climate emergency’, following the submission of a petition signed by over 2,000 local residents. The Council also agreed on the same date to establish a Cambridge Climate Charter, which will call on all organisations, businesses and individuals in the city to each establish their own carbon reduction plans to work toward achieving the city’s net carbon-zero aspiration.²²² This will be supported by a Climate Change / Net Zero Carbon Study being commissioned by the Councils.

Climate change mitigation

- 7.35 Between 2005 and 2016 in South Cambridgeshire, per capita carbon emissions fell from 13.3 tonnes to 8. In Cambridge City per capita emissions are lower and fell from 6.7 to 4.5 tonnes over the same period. As of 2016 the average for Cambridgeshire County was 7.2 tonnes per capita, and the national average was 8.7, suggesting that Cambridge City is outperforming the national and regional averages, while the carbon emissions of South Cambridgeshire lie between the county and national averages.²²³
- 7.36 As illustrated in **Table 7.1**, both South Cambridgeshire and Cambridge City achieved similar overall reductions in carbon emissions between 2005 and 2016 (31% and 29% respectively). In both cases, but particularly for South Cambridgeshire, these reductions were due mostly to progress in reducing emissions from industrial and commercial sectors, with minimal progress on transport emissions. Transport now makes the largest contribution to carbon emissions (over 34 percent) in South Cambridgeshire, however in Cambridge City the industrial and commercial sectors still make the biggest contribution (almost 50%).

²²¹ South Cambridgeshire District Council (29 November 2018) Agenda, decisions and minutes [Online]. Available at: <https://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=410&MId=7252>

²²² Cambridge City Council (22 February 2019) Cambridge City Council declares climate emergency [Online] Available at: <https://www.cambridge.gov.uk/news/2019/02/22/cambridge-city-council-declares-climate-emergency>

²²³ UK Local Authority and Regional Carbon Dioxide Emissions National Statistics: 2005-2016 Available at: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-2016>

Table 7.1 CO2 emissions in Greater Cambridge (shown as kt)²²⁴

Year	Industrial and Commercial	Domestic	Transport	Total
South Cambridgeshire				
2005	823.4	355.7	630.8	1,821.0
2016	360.2	257.4	628.5	1,248.7
% of total (2016)	29%	21%	50%	
Change 2005-2016	-56%	-28%	-<1%	-31%
Cambridge City				
2005	423.1	242.7	116.4	781.8
2016	273.8	173.3	109.6	556.0
% of total (2016)	49%	31%	20%	
Change 2005-2016	-35%	-29%	-6%	-29%

7.37 The Cambridgeshire Renewables Infrastructure Framework (CRIF) notes that in order to meet carbon reduction objectives across the county, both energy efficiency and renewable energy are needed. The Cambridge Local Plan and associated Greater Cambridge Sustainable Design and Construction SPD²²⁵ provides guidance on implementing sustainable design policies in the Cambridge Local Plan (2018) and the South Cambridgeshire Local Plan (2018). In particular, the SPD sets out guidance that seeks to ensure developments are built to high sustainability standards and are adaptable to future climate change. In terms of carbon emissions, it sets a standard of a 19% improvement in the Dwelling Emission Rate/Target Emission Rate over Part L 2013, presented through a carbon reduction report. In South Cambridgeshire, planning policy requires new developments to use on-site renewable and/or low carbon energy to reduce carbon emissions associated with Regulated Energy use by 10%.

7.38 As far as energy generation is concerned, the CRIF notes that the county already has the greatest installed renewable energy capacity in the East of England and one of the highest outputs of any county in England, however there is room for greater deployment to meet the full demand and using a range of technologies. This would

²²⁴ UK Local Authority and Regional Carbon Dioxide Emissions National Statistics: 2005-2016 Available at: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-2016>

²²⁵ Greater Cambridge Draft Sustainable Design and Construction SPD [Online] Available at <https://www.cambridge.gov.uk/consultations/draft-sustainable-design-and-construction-spd-consultation>

require a substantial amount of new infrastructure. The Framework highlights that South Cambridgeshire has high potential for renewable energy technology, and that Cambridge lacks wind resources but has substantial potential for air source heat pumps and PV, although the high density and number of conservation areas limits the potential for building integrated technologies.²²⁶

Climate change adaptation

- 7.39 The Met Office has released the UK Climate Projections 2018 study (UKCP18), which provides up to date information on how the climate of the UK is expected to change in the period up to the end of the 21st Century. In the highest emissions scenario, which may come to pass based on current emissions reduction trends, summer temperatures in the UK could be 5.4°C warmer by 2070 than the average summer between 1981 and 2000. Average summer rainfall would fall by 47% in this scenario. Winters could be up to 4.2C warmer, with up to 35% more rainfall by 2070.
- 7.40 Changes to the climate will bring new challenges to Greater Cambridge’s built and natural environments. Hotter, drier summers may have adverse health impacts and may exacerbate the adverse environmental effects of air and water pollution. A changing climate may place pressure on some native species and create conditions suitable for new species, including invasive non-native species. ‘Urban heat island’ effects are also raised as an issue across the county by the Cambridgeshire Green Infrastructure Strategy, which can be managed through the management and planting of green space, tree planting and the creation of wetlands, especially in densely built up areas such as Cambridge and larger market towns.²²⁷
- 7.41 The low-lying nature of the county of Cambridgeshire also makes the wider area susceptible to both fluvial and (potentially) coastal flooding, which are expected to increase as a result of climate change. Due to its low lying nature (particularly in the fenland lying north of Cambridge), the plan area acts as a floodplain for two main drainage catchments – the Cam and the Ouse (the Cam is a tributary of the Ouse).²²⁸ Much of Cambridgeshire’s land, on a county level, is actively drained by pumping, which has a significant carbon footprint.²²⁹
- 7.42 **Figure 7.1** illustrates the distribution of flood risk across the plan area, showing that the majority of areas classified as Flood Zone 3²³⁰ are concentrated on the northern border on the edge of the Fenlands coastal plain. Approximately 10 % of the Greater Cambridge area falls within Flood Zone 3), constraining in particular the outskirts of the villages of Over, Willingham, Cottenham, Water Beach and Swavesey.. An updated SFRA and Water Cycle Study are being commissioned to inform the Local Plan.

²²⁶ Cambridgeshire Horizons (2012) Cambridgeshire Renewables Infrastructure Framework (CRIF) – Baseline data, opportunities and constraints [Online] Available at: <http://scambs.moderngov.co.uk/documents/s61865/Cambridgeshire%20Renewables%20Infrastructure%20Framework%20-%20Baseline%20Data%20Opportunities%20and%20Constraints.pdf>

²²⁷ Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council and other neighbouring authorities (2011) Cambridgeshire Green Infrastructure Strategy [Online] Available at: <https://www.cambridge.gov.uk/media/2557/green-infrastructure-strategy.pdf>

²²⁸ Cambridge City Council and South Cambridgeshire District Council (2010) Cambridge & South Cambridgeshire SFRA [Online]. Available at: https://www.cambridge.gov.uk/media/2560/ccc_sfra_report_text.pdf

²²⁹ Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council and other neighbouring authorities (2011) Cambridgeshire Green Infrastructure Strategy [Online] Available at: <https://www.cambridge.gov.uk/media/2557/green-infrastructure-strategy.pdf>

²³⁰ Land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.

7.43 In order to encourage development that is more resilient to the impacts of climate change, the Greater Cambridge Sustainable Design and Construction SPD²³¹ promotes site-wide approaches to surface water drainage. A Surface Water Drainage Strategy must be submitted in order to demonstrate how the proposed surface water scheme has been determined following the drainage hierarchy. The Design and Construction SPD also requires proposals to reduce potential overheating through a ‘cooling hierarchy’ that prioritises passive design over mechanical ventilation/cooling mechanisms. Additionally, the Cambridgeshire Flood and Water SPD notes that FRAs should take a ‘whole system’ approach to drainage to ensure site discharge does not cause problems further along in the drainage sub-catchment/can be safely catered for downstream and upstream of the site and take the appropriate impacts of climate change into account for the lifetime of the development.²³²

Table 7.2 Key sustainability issues for Greater Cambridge and likely evolution without the Local Plan

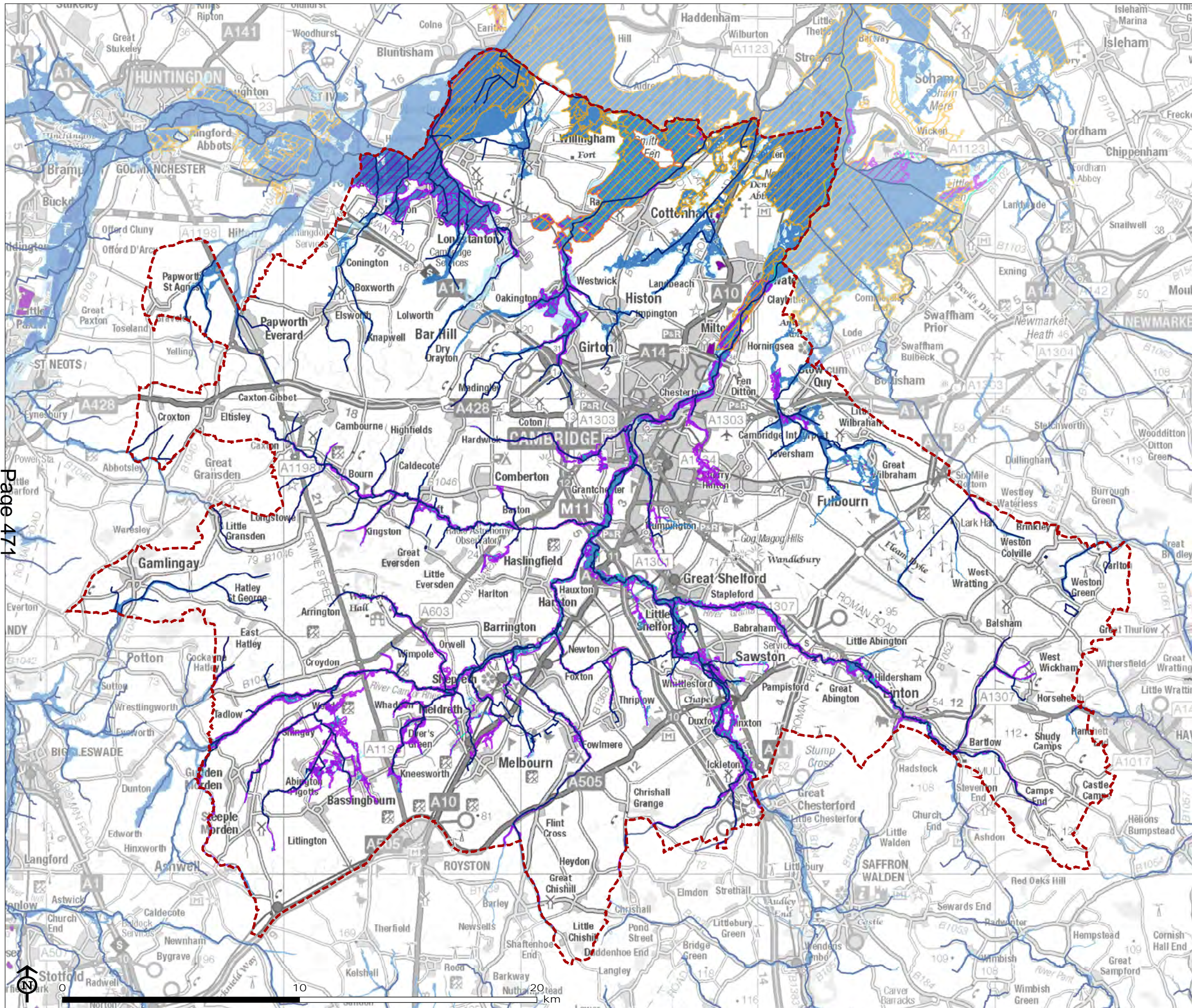
Key sustainability issues for Greater Cambridge	Likely evolution without the new Local Plan	Relevant SA objective
<p>While carbon emissions from all sectors have fallen in both districts since 2005, given the rural nature of South Cambridgeshire there has been little progress on transport emissions, which still accounted for 50% of the total as of 2016. Both Councils have committed to meet net zero by 2050 at the latest, and to meet this will need to make significant shifts in energy efficiency of new and existing buildings, transport trends, and the further deployment of a range of renewables infrastructure.</p>	<p>Several policies in the South Cambridgeshire Local Plan seek to reduce per capital emissions, including CC1, CC2 CC/3 and CC/5, which require mitigation principles to be embedded in new development, encourage renewable energy generation and on-site generation, and measures to encourage home buyers to select sustainable options.</p> <p>Similarly, Policies 28, 29 and 30 of the existing Cambridge City Local Plan prioritise renewable energy generation, sustainable design and energy efficiency measures in existing dwellings. However since these plans were adopted the Councils have adopted more ambitious carbon reduction targets that will require more ambitious requirements of development to meet. The new Local Plan provides an opportunity to</p>	<p>SA objective 12</p>

²³¹ Greater Cambridge Sustainable Design and Construction SPD [Online] Available at <https://www.cambridge.gov.uk/consultations/draft-sustainable-design-and-construction-spd-consultation>

²³² Cambridgeshire County Council (2016) Cambridgeshire Flood and Water SPD [Online] Available at: <https://www.cambridge.gov.uk/media/7107/cambridgeshire-flood-and-water-spd.pdf>

Key sustainability issues for Greater Cambridge	Likely evolution without the new Local Plan	Relevant SA objective
	strengthen policies which act positively in terms of climate change, especially those that limit the need to travel through the appropriate siting and design of new development.	
The effects of climate change in Greater Cambridge are likely to result in extreme weather events (e.g. intense rainfall, prolonged high temperatures and drought) becoming more common and more intense.	Policy CC/1 of the South Cambridgeshire Local Plan require development to embed climate adaptation measures, including conservation of water, flood risk management, SuDs, a layout that combats overheating, and better linked habitat networks. Similarly, Policies 28, 31 and 32 of the Cambridge City Local Plan requires new development to adapt through sustainable design, water management and flood risk adaptation measures. While the new Local Plan will not influence extreme weather events, it can built upon the approach of current policy to better respond to current circumstances as evidence and techniques develop.	SA objective 4 SA objective 11
Greater Cambridge will need to become more resilient to the increased risk of flooding in particular. Given the low-lying nature of the plan area, it is at significant risk of fluvial and surface water flooding, especially in the north, which is likely to be exacerbated by climate change.	Policy CC/8 and CC/9 of the South Cambridgeshire Local Plan require developments to be appropriately sites to take flood risk into account and to incorporate SuDS to manage surface water. Similarly, Policies 31 and 32 of the Cambridge City Local Plan require surface water to be managed close to its source where possible, including through SuDS, and to manage flood risk through siting. However the new Local Plan presents the opportunity, alongside national measures, to mitigate the effects of potential future flooding through	SA objective 4 SA objective 11

Key sustainability issues for Greater Cambridge	Likely evolution without the new Local Plan	Relevant SA objective
	appropriate siting of development and flood resilient design. It will also allow policy to respond to the update evidence based regarding flood risk in the plan area.	



Greater Cambridge SA

Figure 7.1: Flood Risk in Greater Cambridge

- Greater Cambridge
- Flood Zone 2
- Flood Zone 3
- Flood Zone 3a
- Flood Zone 3b
- Areas Benefiting from Flood Defences
- Watercourse
- Lakes

Map Scale @A3: 1:157,000



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8 Biodiversity

Policy Context

International

- 8.1 **International Convention on Wetlands (Ramsar Convention) (1976):** International agreement with the aim of conserving and managing the use of wetlands and their resources.
- 8.2 **European Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) (1979):** Aims to ensure conservation and protection of wild plant and animal species and their natural habitats, to increase cooperation between contracting parties, and to regulate the exploitation of those species (including migratory species).
- 8.3 **International Convention on Biological Diversity (1992):** International commitment to biodiversity conservation through national strategies and action plans.
- 8.4 **European Habitats Directive (1992):** Together with the Birds Directive, the Habitats Directive sets the standard for nature conservation across the EU and enables all 27 Member States to work together within the same strong legislative framework in order to protect the most vulnerable species and habitat types across their entire natural range within the EU. It also established the Natura 2000 network.
- 8.5 **European Birds Directive (2009):** Requires the maintenance of all species of naturally occurring birds in the wild state in the European territory at a level which corresponds in particular to ecological, scientific and cultural requirements, while taking account of economic and recreational requirements.
- 8.6 **United Nations Declaration on Forests (New York Declaration) (2014):** international commitment to cut natural forest loss by 2020 and end loss by 2030.

National

- 8.7 **National Planning Policy Framework (NPPF)²³³:** Encourages plans to “identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation”. Plans should also promote conservation, restoration and enhancement of priority habitats and species, ecological networks and measurable net gains for biodiversity.
- 8.8 The NPPF states that a strategic approach to maintaining and enhancing networks of habitats and green infrastructure is also to be supported through planning policies

²³³ Department for Communities and Local Government (2019) National Planning Policy Framework [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf

and that there should also be support for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries.

- 8.9 **National Planning Practice Guidance (PPG)**²³⁴: Supports the NPPF by requiring Local Plans to include strategic policies that conserve and enhance the natural environment through sustainable development.
- 8.10 **Natural Environment and Rural Communities Act 2006**²³⁵: Places a duty on public bodies to conserve biodiversity.
- 8.11 **Biodiversity 2020: A strategy for England's wildlife and ecosystem services**²³⁶: Guides conservation efforts in England up to 2020 by requiring a national halt to biodiversity loss, supporting healthy ecosystems and establishing ecological networks. The Strategy includes 22 priorities which include actions for the following sectors: Agriculture, Forestry, Planning & Development, Water Management, Marine Management, Fisheries, Air Pollution and Invasive Non-Native Species.
- 8.12 **Biodiversity offsetting in England Green Paper**²³⁷: Biodiversity offsets are conservation activities designed to compensate for residual losses. The Green Paper sets out a framework for offsetting.
- 8.13 **A Green Future: Our 25 Year Plan to Improve the Environment (2018)**²³⁸: Sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. Identifies six key areas around which action will be focused. Those of relevance to this chapter are: recovering nature and enhancing the beauty of landscapes; securing clean, productive and biologically diverse seas and oceans; and protecting and improving our global environment. Actions that will be taken as part of these three key areas are as follows:
- Recovering nature and enhancing the beauty of landscapes:
 - Develop a Nature Recovery Network to protect and restore wildlife, and provide opportunities to re-introduce species that have been lost from the countryside.
 - Securing clean, healthy, productive and biologically diverse seas and oceans:
 - Achieve a good environmental status of the UK's seas while allowing marine industries to thrive, and complete our economically coherent network of well-managed marine protected areas.
 - Protecting and improving our global environment:
 - Provide international leadership and lead by example in tackling climate change and protecting and improving international biodiversity.
 - Support and protect international forests and sustainable agriculture.

²³⁴ Department for Communities and Local Government (2016) National Planning Practice Guidance [online] Available at: <https://www.gov.uk/government/collections/planning-practice-guidance>

²³⁵ HM Government (2006) Natural Environment and Rural Communities Act 2006 [online] Available at: http://www.legislation.gov.uk/ukpga/2006/16/pdfs/ukpga_20060016_en.pdf

²³⁶ Department for Environment, Food and Rural Affairs (2011) Biodiversity 2020: A strategy for England's wildlife and ecosystem services [Online] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69446/pb13583-biodiversity-strategy-2020-111111.pdf

²³⁷ Department for Environment, Food and Rural Affairs (2013) Biodiversity offsetting in England Green Paper [Online] Available at: https://consult.defra.gov.uk/biodiversity/biodiversity_offsetting/supporting_documents/20130903Biodiversity%20offsetting%20green%20paper.pdf

²³⁸ HM Government (2018) A Green Future: Our 25 Year Plan to Improve the Environment [Online] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/673203/25-year-environment-plan.pdf

Sub-national

- 8.14 **Cambridgeshire Green Infrastructure Strategy (2011)**²³⁹: One of the four overarching objectives of the county-level GI strategy is to reverse the decline in biodiversity. The strategy outlines a series of issues, opportunities and constraints for biodiversity in Cambridgeshire.
- 8.15 **Cambridgeshire and Peterborough Habitat Action Plans**²⁴⁰ : The Cambridgeshire and Peterborough Biodiversity Group have produced a series of Habitat Action Plans for various habitat types, detailing their current status, the factors affecting them, objectives and long term targets, and proposed actions.
- 8.16 **South Cambridgeshire Biodiversity SPD (2009)**²⁴¹ : Expands on district-wide policies to ensure that biodiversity is adequately protected and enhanced through the development process. It notes that biodiversity will not be peripheral to the planning process but fully integrated, and is designed to assist applicants in understanding biodiversity requirements.
- 8.17 **South Cambridgeshire District Design Guide SPD**²⁴²: Expands on district wide policies in other documents to ensure that design is an integral part of the development process. Chapter 9 covers issues of how biodiversity conservation should be considered as a key element of good design, as well as adding value to developments.
- 8.18 **Cambridge City Conservation Strategy ‘Enhancing Biodiversity’ (2006)**²⁴³: Prepared for Cambridge City Council by the local Wildlife Trust and designed to guide nature conservation activities across the city. It sets out a vision of achieving biodiversity ‘net gain’ over a 20-year period. As a technical document, it was produced to support the Cambridge Local Plan.
- 8.19 **Mapping natural capital and opportunities for habitat creation in Cambridgeshire (2019)**²⁴⁴ : Report on a project to produce a detailed habitat base map for the whole of Cambridgeshire (including Peterborough) in order to identify opportunities to enhance biodiversity.
- 8.20 **Doubling Nature – A Vision for the Natural Future of Cambridgeshire and Peterborough in 2050 (2019)**²⁴⁵: Sets out the vision of Natural Cambridgeshire, the local nature partnership, of doubling nature across Cambridgeshire and Peterborough. The vision is to double the area of rich wildlife habitats and green-space from 8.5% to 17%.
- 8.21 **Citywide Tree Strategy 2016-2026**²⁴⁶: Aims to sustainably manage the Council’s own trees and those it manages by agreement, to foster a resilient tree population that responds to the impacts of climate change and urban expansion, to raise

²³⁹ Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council and other neighbouring authorities (2011) Cambridgeshire Green Infrastructure Strategy [Online] Available at: <https://www.cambridge.gov.uk/media/2557/green-infrastructure-strategy.pdf>

²⁴⁰ Cambridge and Peterborough Biodiversity Group (n.d) Habitat Action Plans [Online] Available at: <http://www.cpbiodiversity.org.uk/downloads>

²⁴¹ South Cambridgeshire District Council (2009) Biodiversity SPD [Online] Available at: <https://www.scambs.gov.uk/media/6675/adopted-biodiversity-spd.pdf>

²⁴² South Cambridgeshire District Council (2010) District Design Guide SPD [Online] Available at: <https://www.scambs.gov.uk/media/6684/adopted-design-guide-spd-final-chapters-7-8-9.pdf>

²⁴³ Cambridge City Council and the Wildlife Trusts (2006) Nature Conservation Strategy “Enhancing Biodiversity” [Online] Available at: <https://www.cambridge.gov.uk/media/3925/nature-conservation-strategy.pdf>

²⁴⁴ Natural Capital Solutions (2019) Mapping natural capital and opportunities for habitat creation in Cambridgeshire [Online] Available at: <http://www.cpbiodiversity.org.uk/wp-content/uploads/2018/08/Cambridgeshire-habitat-mapping-final-report-FINAL.pdf>

²⁴⁵ Natural Cambridgeshire (2019) Launch of the Doubling Nature Ambition Report [online] Available at: <https://naturalcambridgeshire.org.uk/news/natural-cambridgeshire-ambition-to-double-nature-across-peterborough-and-cambridgeshire/>

²⁴⁶ Cambridge City Council (2016) Citywide Tree Strategy 2016-2026 [online] Available at: <https://www.cambridge.gov.uk/media/3260/tree-strategy-2016-part-1.pdf>

awareness of trees being a vital community asset, through promoting continued research, through education via the provision of advice and through partnership working and to make efficient and strategic use of the Council's regulatory powers for the protection of trees of current and future value.

Current Baseline

- 8.22 Cambridge City Council and South Cambridgeshire District Council have declared biodiversity emergencies and support the Local Nature Partnership's vision to double the area of rich wildlife habitats and natural greenspace within Cambridgeshire and Peterborough. The Councils are also part of the Natural Cambridgeshire Local Nature Partnership, which is a group of Councils and organisations seeking a future rich in wildlife and connecting people with nature.
- 8.23 The plan area hosts a range of habitats important for biodiversity. These sites include statutorily protected Special Areas of Conservation (SACs) and Sites of Special Scientific Interest (SSSIs), as well as non-statutorily protected Local Nature Reserves (LNR) and County Wildlife Sites. In the past the largely rural nature of the plan area meant that wildlife could easily find refuge and support a variety of species, however changing farming practices and pressure for development has put pressure on a wide range of species. Mapping on behalf of the Cambridgeshire Biodiversity Partnership shows that since the 1930s in Cambridgeshire, semi-natural grassland cover has fallen from around 27% to 4.5% in 2018, while built up area and gardens increased from 5.8% to 10.7% of land cover. This was part of a biodiversity opportunity mapping project which identified existing high quality habitats and opportunities for habitat creation, as shown in **Figure 8.1**. As **Figure 8.1** identifies, two layers of habitat opportunity were created during the project. The first of these is buffer opportunities, which are habitat opportunity areas that are immediately adjacent to existing habitat patches and fall within the previously identified ecological network, therefore providing an opportunity to expand the current area of habitat. The second type of opportunity is stepping-stone opportunities, which are potential sites that fall outside of the ecological network, but are immediately adjacent to it. These areas could potentially be used to create stepping-stone habitats that could link up more distant habitat patches.²⁴⁷
- 8.24 There is only one internationally important wildlife site within Greater Cambridge – the Everseden and Wimpole Woods SAC, which is noted as of particular importance for its breeding colonies of the rare Barbastelle bat. However there are over 30 nationally designated SSSIs within South Cambridgeshire, including the linear features of the Roman Road south of Cambridge and Fleam Dyke. Three of the sites are designated for the geological interest (Barrington Pit SSSI, Barrington Chalk Pit SSSI and Histon Road SSSI), while the remainder are designated for their biological interest. The Nine Wells local nature reserve on the southern edge of Cambridge was previously designated as a SSSI for its population of rare freshwater invertebrates, however these were lost in the drought of 1976 – there are plans to create the conditions to reintroduce these species. Within Cambridge City there are a number of further nationally recognised nature conservation sites, including two SSSIs – the Cherry Hinton Chalk Pits and Traveller's Rest Pit. A third

²⁴⁷ Natural Capital Solutions (2019) Mapping natural capital and opportunities for habitat creation in Cambridgeshire [Online] Available at: <http://www.cbiodiversity.org.uk/wp-content/uploads/2018/08/Cambridgeshire-habitat-mapping-final-report-FINAL.pdf>

site, Histon Road SSSI, borders the city. A number of additional SSSIs lie immediately on the borders of Greater Cambridge, including Therfield Heath SSSI (Royston), Potton Wood SSSI (Potton), Wicken Fen SSSI (near Soham), and Weaveley and Sand Woods SSSI (Gamlingay). In addition, in South Cambridgeshire there are currently 28 designated Local Nature Reserves (LNRs), of which 8 are owned by the Council, and are distributed relatively evenly across the District. In Cambridge City, there are 12 designated Local Nature Reserves (LNRs), 15 County Wildlife Sites, and 51 City Wildlife Sites.²⁴⁸ Finally, there are two adjacent RSPB Reserves at Fen Drayton Lakes and Ouse Fen on the northern border with Huntingdonshire, and a further (smaller) RSPB Reserve at Fowlmere in the south.

8.25 In addition, Cambridgeshire County Council have designated a list of Protected Road Verges (PRVs), recognising their status as the largest area of unimproved grassland in the county and their role as important habitat.²⁴⁹

8.26 Figure 8.2 shows the various biodiversity designations within the plan area.

8.27 The national government has identified habitats and species of principal importance for conservation based on Biodiversity Action Plan (BAP) priorities. UK Priority habitats identified by the South Cambridgeshire Biodiversity SPD are:

- Rivers and streams, including chalk rivers.
- Woodland.
- Scrub (threatened by changes in farming practices but important for birds).
- Old orchards (particularly in the Fen edge villages).
- Hedgerows (threatened by changes in farming practices but species rich).
- Arable farmland.
- Ponds (farm and village ponds are being lost, with negative impact on biodiversity).
- Churchyards and cemeteries.
- Lowland calcareous grassland (once extensive within South Cambridgeshire).
- Meadows and pastures (once common within villages).

8.28 Similar Priority Habitats were identified within Cambridge City.²⁵⁰

8.29 Within South Cambridgeshire, Priority Species identified by the Biodiversity SPD are:

- Otters (widespread along the Upper Cam and its tributaries).
- Water voles (widespread in some parishes).
- Skylarks.
- Great crested newts (found at smaller development sites within villages).
- House sparrows (rapidly in decline since the 1970s).

²⁴⁸ Cambridge City Council and the Wildlife Trust for Bedfordshire, Cambridgeshire, Northamptonshire & Peterborough (2005) Cambridge City Wildlife Sites Register [Online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/Cambridge%20City%20Wildlife%20Sites%20Register%202005.pdf>

²⁴⁹ Cambridgeshire County Council (2011) Protected Road Verges (PRVs) found in Cambridgeshire – listed by Parish [Online] Available at: https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/libraries-leisure-%26-culture/PRV_list.pdf?inline=true

²⁵⁰ Cambridge City Council and the Wildlife Trust for Bedfordshire, Cambridgeshire, Northamptonshire & Peterborough (2005) Cambridge City Wildlife Sites Register [Online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/Cambridge%20City%20Wildlife%20Sites%20Register%202005.pdf>

- Barn owls (numbers now increasing but threatened by intensive farming practices).
 - White-clawed crayfish (formerly widespread in the River Rhee but in decline due to disease).
 - Native black poplar trees (formerly of floodplains).
- 8.30 Additional Priority Species identified in Cambridge City are the song thrush and the brown hare.²⁵¹
- 8.31 On the eastern borders of the plan area, the National Trust ‘Wicken Fen’ project plans to extend the wetland landscape to 53 square kilometres by 2099 and restore natural processes to allow the mosaic of habitats to recover. The territory this plan extends into South Cambridgeshire District and includes land lying east of the River Cam and between the settlements of Waterbeach and Lode.²⁵²
- 8.32 South Cambridgeshire is relatively sparsely wooded,²⁵³ with small pockets of ancient woodland concentrated mainly in the west of the plan area (on the border with Huntingdonshire) and in the south east (on the border with the relatively well wooded Uttlesford and St Edmundsbury). The ‘West Cambridgeshire Hundreds’ project is an effort to reverse the damage and fragmentation of woodlands in the broader area, helping to support habitat connectivity. Three sites that form part of this initiative lie in the west of the plan area (Hardwick Wood, Cambourne Nature Reserve and Hayley Wood) and the remaining two lie across the border in Huntingdonshire. The Councils are also commissioning green infrastructure work to inform the emerging Local Plan.
- 8.33 The condition of the plan area’s designated sites is mixed – the Cherry Hinton Pit SSSI has been assessed as in ‘mostly unfavourable’ condition, while the Traveller’s Rest Pit SSSI is in ‘favourable’ condition. The Therfield Marshes SSSI on the southern border of Greater Cambridge (within North Hertfordshire) was classified as mostly ‘unfavourable recovering’ and is under stress from recreational pressure, particularly due to level of public use, including from new and proposed development nearby, recreational facilities and access rights as Common Ground. North Hertfordshire District Council are preparing a mitigation plan for the site and the Councils will need to consider any cross-border implication of development on this site. In addition, the Eversden and Wimpole Woods SSSI was assessed as being in mostly ‘unfavourable – recovering’ condition, with some areas in ‘favourable’ condition.
- 8.34 The 2011 Cambridgeshire Green Infrastructure Strategy notes that habitat loss and fragmentation is a key concern in the broader region, which is influenced by threats from climate change and development. In particular, patches of woodland in Cambridgeshire remain ecologically isolated and there are no large patches of continuous habitat – opportunities for field-scale habitat creation exist to connect these isolated woodland fragments.²⁵⁴ The Green Infrastructure Strategy also notes that biodiversity is not always recognised as having the same value as economic

²⁵¹ Cambridge City Council and the Wildlife Trust for Bedfordshire, Cambridgeshire, Northamptonshire & Peterborough (2005) Cambridge City Wildlife Sites Register [Online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/Cambridge%20City%20Wildlife%20Sites%20Register%202005.pdf>

²⁵² National Trust (2018) Wicken Fen Vision [Online] Available at: <https://www.nationaltrust.org.uk/wicken-fen-nature-reserve/features/wicken-fen-vision>

²⁵³ South Cambridgeshire District Council (2009) Biodiversity SPD [Online] Available at: <https://www.scambs.gov.uk/media/6675/adopted-biodiversity-spd.pdf>

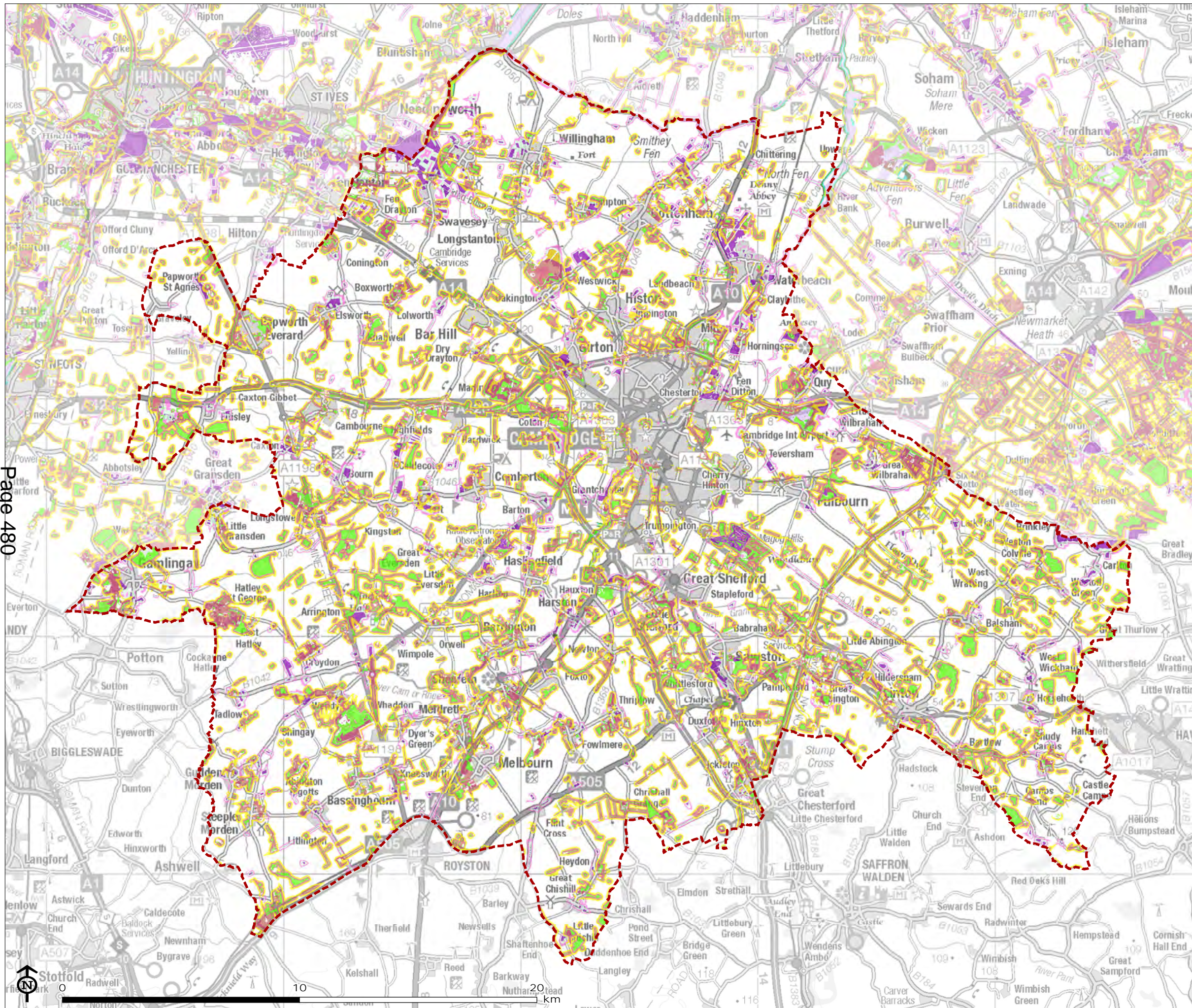
²⁵⁴ Natural Capital Solutions (2019) Mapping natural capital and opportunities for habitat creation in Cambridgeshire [Online] Available at: <http://www.cbiodiversity.org.uk/wp-content/uploads/2018/08/Cambridgeshire-habitat-mapping-final-report-FINAL.pdf>

activity and other areas. A new biodiversity/green infrastructure study is currently being commissioned by the Councils to serve as an updated evidence base.

Table 8.1 Key sustainability issues for Greater Cambridge and likely evolution without the new Local Plan

Key sustainability issues for Greater Cambridge	Likely evolution without the new Local Plan	Relevant SA objective
<p>Greater Cambridge contains and is in close proximity to a number of both designated and non-designated natural habitats and biodiversity. This includes those designated for their national and international importance. Not all SSSIs are in favourable condition.</p>	<p>While the designation of the biodiversity sites described above provide a level of protection (particularly those that are nationally and internationally designated), pressures are likely to continue due to ongoing pressure for further development and growth projections. Policy NH/5 of the South Cambridgeshire Local Plan prevents development having adverse effects on designated sites unless in exceptional circumstances. Policy 69 of the Cambridge Local Plan contains similar requirements. The new Local Plan presents the opportunity for new development to come forward at the most appropriate locations in order to avoid detrimental impacts on biodiversity assets, as well as to update planning policy in relation to future policy direction such as biodiversity net gain. The findings of the HRA will be incorporated into the SA and will provide further insight into biodiversity impacts specifically at designated sites, presenting the opportunity to limit adverse impacts at these locations.</p>	<p>SA objective 5</p>
<p>Although designated sites represent the most valued habitats in the plan area, the overall ecological network is also important for biodiversity as a whole and helps to support the health of designated sites, allowing species to migrate in response to climate change. The fragmentation and</p>	<p>Erosion and fragmentation of habitats and ecological networks could take place through poorly located and designed development. The NPPF requires Local Plans to include policies to safeguard, restore and create ecological networks at a landscape scale. In addition, Policy NH/4 of the South Cambridgeshire Local Plan prevents development that results in the deterioration or fragmentation of habitats, and requires new development to maintain, enhance and restore biodiversity. Similarly, Policy 70 of the Cambridge City Local Plan requires development to protect and enhance</p>	<p>SA objective 5 SA objective 11</p>

Key sustainability issues for Greater Cambridge	Likely evolution without the new Local Plan	Relevant SA objective
<p>erosion of habitats and the wider ecological network in Greater Cambridge, including the identified sparse woodland cover, is an ongoing threat to biodiversity.</p>	<p>habitats and species. The new Local Plan provides the opportunity to further promote biodiversity gain and to improve the overall ecological network. Improvements to GI can have a wider range of benefits beyond biodiversity, such as adapting to climate change, acting as a carbon sink and improving mental and physical health and wellbeing.</p>	



Greater Cambridge SA

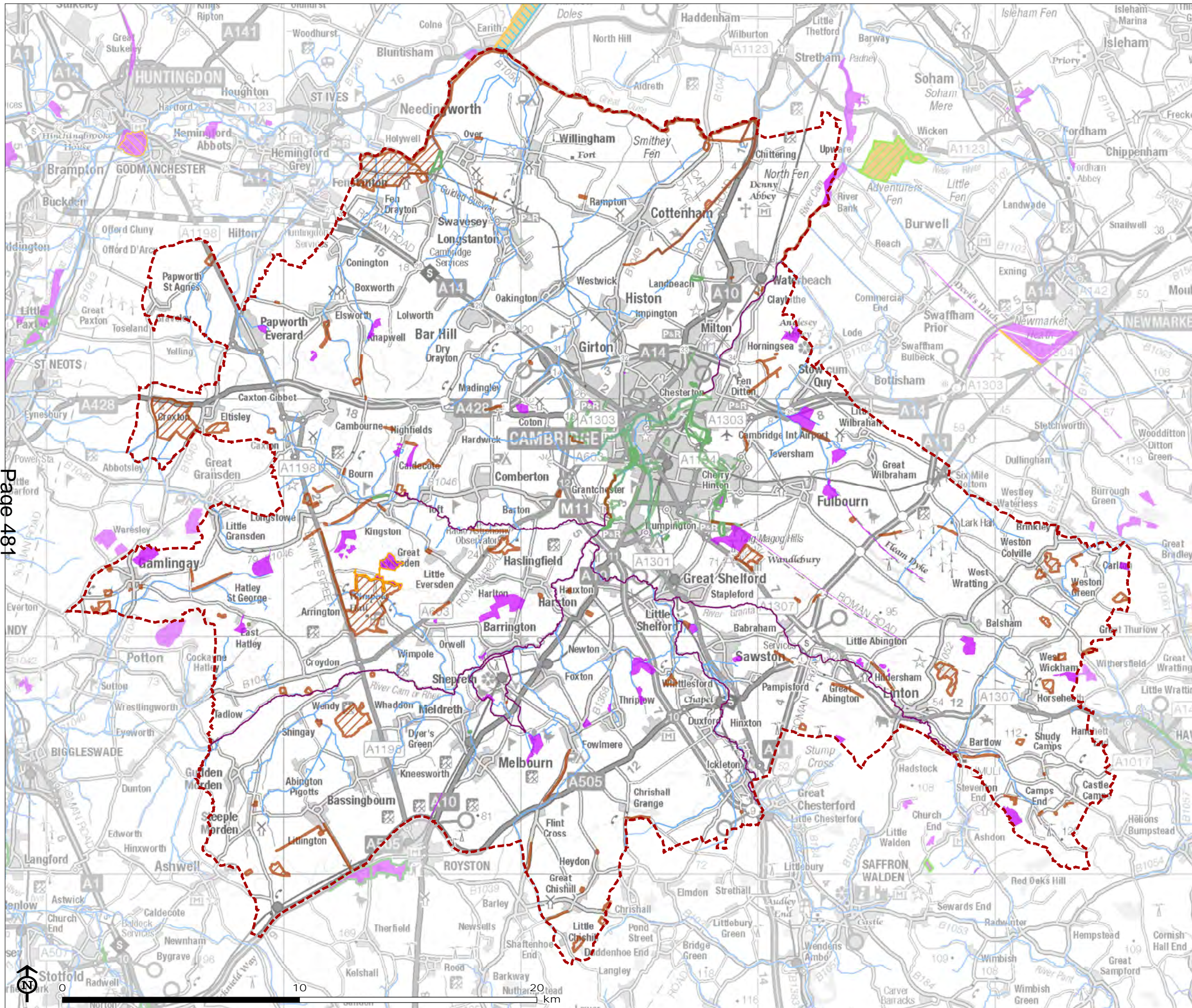
Figure 8.1: Biodiversity Opportunity Mapping

- Greater Cambridge
- Existing Woodland
- Woodland Stepping Stone Opportunity
- Woodland Buffer Opportunity
- Existing Wetland
- Wetland Stepping Stone Opportunity
- Wetland Buffer Opportunity
- Existing Grassland
- Grassland Stepping Stone Opportunity
- Grassland Buffer Opportunity

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Map Scale @A3: 1:157,000





Greater Cambridge SA

Figure 8.2: Designated Biodiversity Sites in Greater Cambridge

-  Greater Cambridge
-  Sites of Special Scientific Interest
-  Special Area of Conservation
-  Ramsar Sites
-  Special Protection Areas
-  National Nature Reserve
-  Local Nature Reserves
-  Local Wildlife Sites
-  Local Wildlife Sites
-  Watercourse

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Map Scale @A3: 1:157,000



9 Historic Environment

International

- 9.1 **European Convention for the Protection of the Architectural Heritage of Europe** (1985): Defines 'architectural heritage' and requires that the signatories maintain an inventory of it and take statutory measures to ensure its protection. Conservation policies are also required to be integrated into planning systems and other spheres of government influence as per the text of the convention.
- 9.2 **Valletta Treaty** (1992) formerly the European Convention on the Protection of the Archaeological Heritage (Revisited)²⁵⁵: Aims to protect the European archaeological heritage "as a source of European collective memory and as an instrument for historical and scientific study".

National

- 9.3 **National Planning Policy Framework (NPPF)**²⁵⁶: Plans should "set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:
- a) the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;
 - b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
 - c) the desirability of new development making a positive contribution to local character and distinctiveness; and
 - d) opportunities to draw on the contribution made by the historic environment to the character of a place."
- 9.4 **National Planning Practice Guidance (PPG)**²⁵⁷: Supports the NPPF by requiring that Local Plans include strategic policies for the conservation and enhancement of the historic environment, including a positive strategy for the conservation and enjoyment of the historic environment. It also states that local planning authorities should identify specific opportunities for conservation and enhancement of heritage assets.
- 9.5 **The Government's Statement on the Historic Environment for England 2010**²⁵⁸: Sets out the Government's vision for the historic environment. It calls for those who have the power to shape the historic environment to recognise its value and to manage it in an intelligent manner in light of the contribution that it can make to social, economic and cultural life. Includes reference to promoting the role of the

²⁵⁵ Council of Europe (1992) Valletta Treaty [online] Available at: <https://rm.coe.int/168007bd25>

²⁵⁶ Department for Communities and Local Government (2019) National Planning Policy Framework [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf

²⁵⁷ Department for Communities and Local Government (2016) National Planning Practice Guidance [online] Available at: <https://www.gov.uk/government/collections/planning-practice-guidance>

²⁵⁸ HM Government (2010) The Government's Statement on the Historic Environment for England 2010 [online] Available at: <https://www.gov.uk/government/publications/the-governments-statement-on-the-historic-environment-for-england>

historic environment within the Government's response to climate change and the wider sustainable development agenda.

- 9.6 **The Heritage Statement 2017**²⁵⁹: Sets out how the Government will support the heritage sector and help it to protect and care for our heritage and historic environment, in order to maximise the economic and social impact of heritage and to ensure that everyone can enjoy and benefit from it.
- 9.7 **Sustainability Appraisal and Strategic Environmental Assessment, Historic England Advice Note 8**²⁶⁰: Sets out Historic England's guidance and expectations for the consideration and appraisal of effects on the historic environment as part of the Sustainability Appraisal/Strategic Environmental Assessment process.

Sub-national

- 9.8 **South Cambridgeshire Design Guide SPD (2010)**²⁶¹: Produced to expand on district-wide policies and ensure that design is an integral part of the development process, in a way that respects the local context.
- 9.9 **South Cambridgeshire Listed Buildings SPD (2009)**²⁶²: This document forms part of the Local Development Framework (LDF) to ensure that Listed Building issues are adequately addressed throughout the development process. This expands on the broad policies set out in the Development Control Policies.
- 9.10 **South Cambridgeshire Development Affecting Conservation Areas SPD (2009)**²⁶³: expands on district-wide policies to provide additional guidance on developments affecting designated Conservation Areas, and to assist applicants' understanding of the local historic context to ensure that development preserves and, where possible, enhances their character.
- 9.11 **South Cambridgeshire Village Design Guides (since 2018)**: Since 2018 the Council has been working with eight villages²⁶⁴ to produce Design Guides, funded by central government, with the goal of raising the quality of new planned development. Once adopted, they will become supplementary planning documents (SPDs). Each guide describes the distinctive character of the village and sets out guidelines for how it should be enhanced.
- 9.12 **Cambridge Historic Core Appraisal (2006)**²⁶⁵: The 'historic core' is part of the large Central Conservation Area No.1, which is one of a number within Cambridge but deemed to be of particularly historic interest. The Appraisal recognises that large parts of the floodplain and the setting of the River Cam are highly significant to the historic environment, as well as Jesus Green and Midsummer Common. In 2018 the large Central Conservation area was split into six smaller separate areas.

²⁵⁹ Department for Digital, Culture Media and Sport (2017) Heritage Statement 2017 [online] Available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/664657/Heritage_Statement_2017_final_-_web_version_.pdf

²⁶⁰ Historic England (2016) Sustainability Appraisal and Strategic Environmental Assessment: Historic England Advice Note 8 [online] Available at:

<https://content.historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/hea036-sustainability-appraisal-strategic-environmental-assessment.pdf>

²⁶¹ South Cambridgeshire District Council (2010) District Design Guide SPD [Online] Available at: <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/district-design-guide-spd/>

²⁶² South Cambridgeshire District Council (2009) Listed Buildings: Works to or affecting the setting of SPD [Online] Available at:

<https://www.scambs.gov.uk/media/6690/adopted-listed-buildings-spd.pdf>

²⁶³ South Cambridgeshire District Council (2009) Development affecting Conservation Areas SPD [Online] Available at:

<https://www.scambs.gov.uk/media/8107/dev-affecting-cons-areas-spd-adopted-jan-2009.pdf>

²⁶⁴ Caldecote; Fulbourn; Gamlingay; Over; Papworth; Sawston; and Swavesey.

²⁶⁵ Cambridge City Council (2017) Cambridge Historic Core Conservation Area Appraisal [Online] Available at: <https://www.cambridge.gov.uk/historic-core-appraisal>

- 9.13 **Cambridgeshire Green Infrastructure Strategy (2011)**²⁶⁶: Outlines how the broader historic environment makes an important contribution to sense of places, sense of time and local identity and distinctiveness. The challenges highlighted including the impact of farming, the impact of climate change and development, lack of visibility of some assets, and conflicts between conservation and public access.

Current Baseline

- 9.14 Greater Cambridge has a rich and varied historic environment and hosts a number of heritage assets. The city of Cambridge is renowned worldwide for its historic environment, which defines the character of the city and makes it a popular tourist destination.²⁶⁷
- 9.15 The historical development of South Cambridgeshire has been closely associated with Cambridge and the communication network (river crossings and road junctions), the avoidance of flooding, and developments in agriculture. South Cambridgeshire was a key location on east-west trading routes, with the Icknield Way in the south east a particularly notable historic routeway. The markets towns and historic villages are mostly linear in form, despite modern infilling in some villages, particularly in villages close to Cambridge.²⁶⁸
- 9.16 South Cambridgeshire District contains 2,692 listed buildings, 86 Conservation Areas and 107 scheduled monuments.²⁶⁹ The District also includes 12 registered parks and gardens. At the time of writing, South Cambridgeshire District Council listed 15 Conservation Areas which had completed a Conservation Area Appraisal.
- 9.17 There are a high number of listed buildings (over 1,500) within Cambridge City, with a particularly high concentration of collegiate buildings around the arc of the River Cam. The 'historic core' of the city alone contains over 1,000 nationally listed buildings.²⁷⁰ There are a total of 17 conservation areas within the city, 6 scheduled monuments and 12 registered parks and gardens of special historic interest, including a number of university colleges, cemeteries and the city's Botanic Garden. In addition, Cambridge City Council has designated over 1,000 buildings which, although they do not meet the criteria for statutory listing, are identified as of local interest for their architectural merit or historical associations.²⁷¹
- 9.18 Existing heritage designations and the nature of their distribution across the plan area are illustrated in **Figure 9.1**.
- 9.19 Within South Cambridgeshire, five Conservation Areas have been included on Historic England's 'Heritage at Risk' register,²⁷² as well as five listed buildings and

²⁶⁶ Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council and other neighbouring authorities (2011) Cambridgeshire Green Infrastructure Strategy [Online] Available at: <https://www.cambridge.gov.uk/media/2557/green-infrastructure-strategy.pdf>

²⁶⁷ Natural England (2014) National Character Area Profile: 88 Bedfordshire Claylands [Online]. Available at: <http://publications.naturalengland.org.uk/publication/5091147672190976?category=587130>

²⁶⁸ South Cambridgeshire District Council (2010) District Design Guide SPD [Online] Available at: <https://www.scams.gov.uk/planning/local-plan-and-neighbourhood-planning/district-design-guide-spd/>

²⁶⁹ South Cambridgeshire District Council (2018) South Cambridgeshire Local Plan [Online] Available at: https://www.scams.gov.uk/media/12740/south-cambridgeshire-adopted-local-plan-270918_sml.pdf

²⁷⁰ Cambridge City Council (2016) Historic Core Appraisal [Online] Available at: <https://www.cambridge.gov.uk/media/2939/historic-core-appraisal-2016-chapter-1.pdf>

²⁷¹ Cambridge City Council (n.d) List of buildings of local interest [Online] Available at: <https://www.cambridge.gov.uk/buildings-of-local-interest>

²⁷² Duxford Airfield; Fulbourn Hospital; Papworth Everard; Sawston; and Waterbeach.

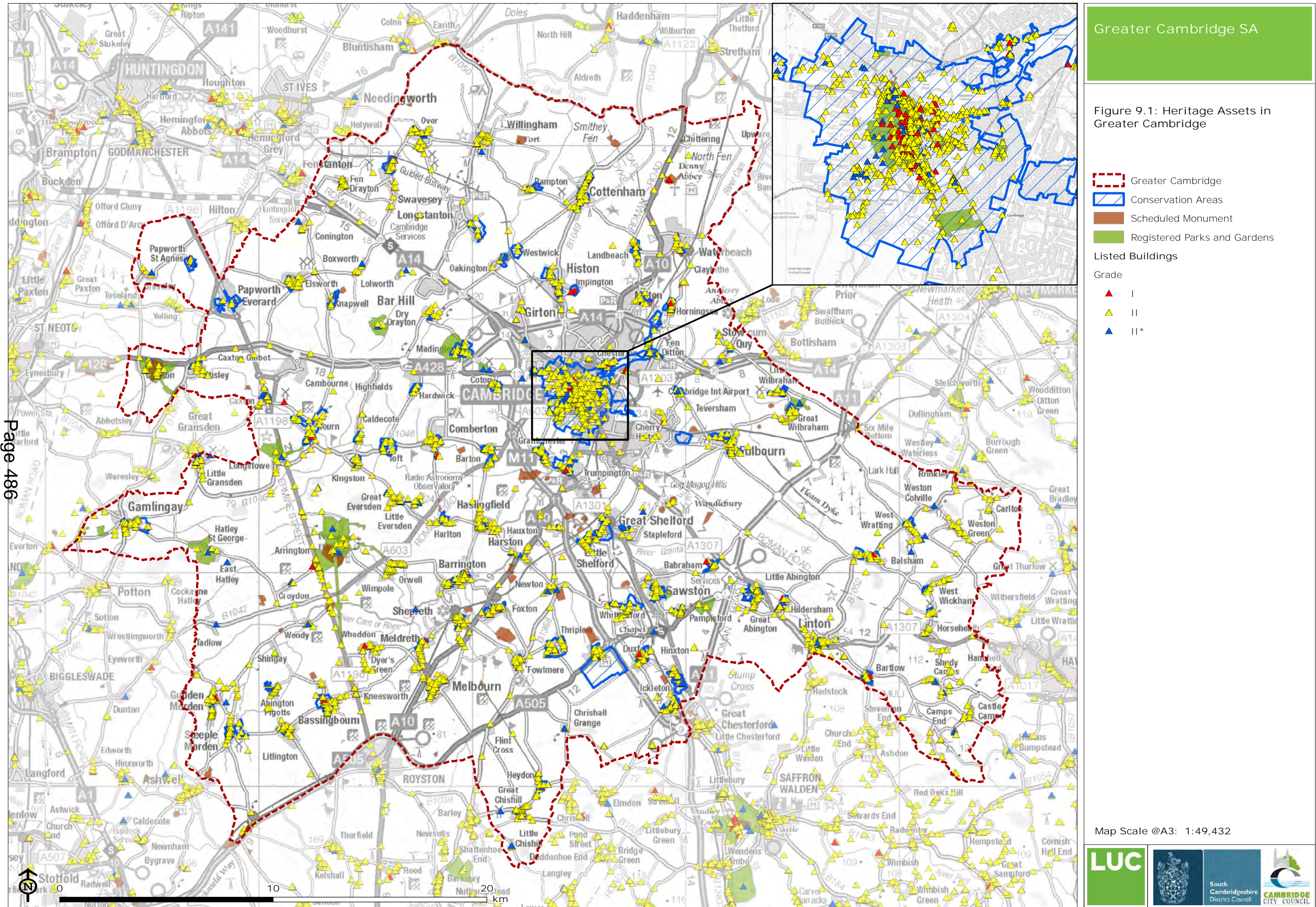
20 scheduled monuments. Within Cambridge City, a further two listed buildings²⁷³ and one scheduled monument²⁷⁴ are included on the register.

Table 9.1 Key sustainability issues for Greater Cambridge and likely evolution without the new Local Plan

Key sustainability issues for Greater Cambridge	Likely evolution without the new Local Plan	Relevant SA objective
<p>There are many sites, features and areas of historical and cultural interest in the plan area, a number of which are at risk and identified on the Heritage at Risk register. In the context of significant ongoing pressures for development locally, these assets may be at risk of adverse effects from poorly located or designed development.</p>	<p>A number of the heritage assets in the plan area, for example listed buildings and scheduled monuments, will be protected by statutory designations, and existing Local Plan policies provide further protection - Policy NH/14 of the adopted South Cambridgeshire Local Plan sets out to ensure that development sustains and enhances the character of the historic environment and creates high quality new environments with a strong sense of place by responding to local heritage character. In addition, locally-specific policies outline specific heritage assets to be protected. Policies 61 and 62 of the adopted Cambridge Local Plan seek to protect and enhance the city's historic environment, and are supported by Policies 55-59 which safeguard local character. However without the new Local Plan it is possible that these assets will be adversely affected by inappropriate development. This is because the new plan will be developed on the basis of a different baseline of expected growth, which may put these assets (including their setting) under increased pressure.</p>	<p>SA objective 6 SA objective 7</p>

²⁷³ Church of St Andrew the Less and Church of St Andrew (High Street)

²⁷⁴ Old Cheddar's Lane pumping station



10 Landscape

International

- 10.1 **European Landscape Convention (2002):** Promotes landscape protection, management and planning. The Convention is aimed at the protection, management and planning of all landscapes and raising awareness of the value of a living landscape.

National

- 10.2 **National Planning Policy Framework (NPPF)²⁷⁵:** Planning principles include:

- Recognising the intrinsic beauty and character of the countryside.
- Protecting and enhancing valued landscapes. Development should be sympathetic to local character and history, including the surrounding built environment and landscape setting.
- Conserve and enhance landscape and scenic beauty in National Parks, The Broads and Areas of Outstanding Natural Beauty.

- 10.3 **A Green Future: Our 25 Year Plan to Improve the Environment²⁷⁶:** Sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. Identifies six key areas around which action will be focused. Those of relevance to this chapter are: recovering nature and enhancing the beauty of landscapes. Actions that will be taken as part of this key area are as follows:

- Working with AONB authorities to deliver environmental enhancements.
- Identifying opportunities for environmental enhancement of all England's Natural Character Areas, and monitoring indicators of landscape character and quality.

Sub-national

- 10.4 **East of England Landscape Typology²⁷⁷:** The East of England Landscape Character Typology draws on a range of data, including Landscape Character Assessment, Historic Landscape Characterisation, biodiversity and rural settlement data sets, as well as data generated through consultation. It provides a finer grain of detail on landscape character than the national-level Character Areas.

- 10.5 **Cambridge Landscape Character Assessment (2003)²⁷⁸:** Carried out to create a 'baseline' statement of qualities and character in the city in order to ensure the character of the city is maintained. It sought to indicate areas or features with are

²⁷⁵ Department for Communities and Local Government (2019) National Planning Policy Framework [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf

²⁷⁶ HM Government (2018) A Green Future: Our 23 Year Plan to Improve the Environment [online] Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/673203/25-year-environment-plan.pdf

²⁷⁷ <http://www.landscape-east.org.uk/>

²⁷⁸ Cambridge City Council (2003) Landscape Character Assessment [Online] Available at: <https://www.cambridge.gov.uk/media/5751/cambridge-landscape-character-assessment-2003.pdf>

important to the setting of Cambridge and should remain undeveloped, and to describe the essential character of the townscape and its rural hinterland, to guide judgements on new development.

- 10.6 **Ouse Washes Landscape Character Assessment (2013)**²⁷⁹: Commissioned by Cambridgeshire ACRE as part of a Landscape Partnership Lottery Fund bid as a standalone report describing the distinctive character of this part of the Fen Basin, to help to support building a 'sense of place'. The area covered by the study area overlaps with South Cambridgeshire District in the north.
- 10.7 **Cambridgeshire Green Infrastructure Strategy (2011)**²⁸⁰: The Strategy was designed to assist in shaping and co-ordinating the delivery of Green Infrastructure across the county of Cambridgeshire, in order to provide the social, environmental and economic benefits associated with GI. It covers the period up to 2031. The Project Group consisted of the County Council, the individual District Councils, as well as a number of external bodies including Natural England and the local Wildlife Trust. The Strategy notes that enhancing landscape is one of the key functions of Green Infrastructure and the diversity of the landscape, giving an overview of the existing range of landscapes and habitats, including prominent ones such as the Ouse and Nene Washes.
- 10.8 **South Cambridgeshire Landscape in New Developments SPD (2007)**²⁸¹: expands on district-wide policies to provide additional guidance for planning applicants on how landscape should be integrated into new developments.

Current Baseline

- 10.9 Cambridgeshire as a whole is largely rural and is predominantly a farmed landscape, with three-quarters of the county devoted to the production of food, fuel and fibre.²⁸² The landscape is characterised by smooth, rolling chalkland hills and is predominantly open, allowing for long views.
- 10.10 Greater Cambridge is generally relatively sparsely populated, with settlements generally located along river valleys and more recently along road and rail corridors. However, the city of Cambridge is an historic, urban hub within the wider landscape. Major transport corridors (notably the M11, A14 and rail corridors) run through the plan area. Along with historical and ongoing pressure for development, landscape assessments highlight that this is likely to further reduce the tranquillity of the area as a whole.²⁸³
- 10.11 There are no designated landscape areas (Areas of Outstanding Natural Beauty) within or immediately adjacent to the plan area. The Chilterns AONB lies around 15 km from the area's westernmost point, and as such it is unlikely that development in this area will have an effect on the landscape of the AONB. The 2011 Green Infrastructure Strategy noted that key challenges for the county include the need for

²⁷⁹ Cambridgeshire ACRE (2013) Ouse Washes: Landscape Character Assessment [Online] Available at: http://ousewashes.org.uk/wp-content/uploads/2017/07/Landscape_Character_Assessment-low-res.pdf

²⁸⁰ Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council and other neighbouring authorities (2011)

Cambridgeshire Green Infrastructure Strategy [Online] Available at: <https://www.cambridge.gov.uk/media/2557/green-infrastructure-strategy.pdf>

²⁸¹ South Cambridgeshire District Council (2010) Landscape in New Developments SPD [Online] Available at: <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/landscape-in-new-developments-spd/>

²⁸² Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council and other neighbouring authorities (2011)

Cambridgeshire Green Infrastructure Strategy [Online] Available at: <https://www.cambridge.gov.uk/media/2557/green-infrastructure-strategy.pdf>

²⁸³ Natural England (2014) National Character Area Profile: 87 East Anglian Chalk [Online]. Available at: <http://publications.naturalengland.org.uk/publication/6417815967891456?category=587130>

long-term investment and the erosion of landscape quality from changing land use and development.

- 10.12 No dedicated landscape character assessment has been carried out for South Cambridgeshire, nor at the county level, however the Councils plan to commission a Green Belt and Landscape Character Assessment as part of an updated evidence base. Nevertheless, parts of five different National Character Areas (NCAs) lie within the plan area, as illustrated in

10.13 Figure 10.1:

- The majority of the western half (washing over the city of Cambridge) is characterised by NCA 88 Bedfordshire and Cambridgeshire Claylands, a broad and gently undulating landscape dominated by large-scale arable farmland and rich in historical features. It is dissected by shallow river valleys, including the Great Ouse on the northern boundary of Greater Cambridge, which gradually widen as they approach the Fens NCA in the east.²⁸⁴
- Most of the eastern and southern parts of the area are identified as NCA 87 East Anglian Chalk. While historically this area was grazed by sheep, today large-scale cereal production (mainly wheat) now dominates the agricultural landscape. The porous chalk that underlies the landscape results in limited surface water.

10.14 Three further NCAs cover smaller areas of the plan area. These include NCA 86 South Suffolk and North Essex Claylands in the far east of the area (an undulating ancient landscape of wooded arable countryside with numerous river valleys),²⁸⁵ NCA 46 The Fens on the north eastern border (a distinctive wetland with a large, flat and open landscape, resulting in a strong sense of place, tranquillity and inspiration),²⁸⁶ and NCA 90 Bedfordshire and Greensand Ridge on the western boundary around Gamlingay (a narrow ridge surrounded by NCA 88, characterised by historic landscapes and a patchwork of semi-natural habitats).²⁸⁷

10.15 The East of England Landscape Typology provides further, more granular assessment of the landscape types in the region, both urban and rural.²⁸⁸

10.16 In the south of Greater Cambridge, near the border with Uttlesford, the major prehistoric routeway of the Icknield Way (which is now a long-distance footpath) traverses the south west corner of South Cambridgeshire and is a distinctive landscape feature as well as having value for the historic environment.

10.17 Skylines of cities evolve and change over time in response to increasing urban expansion and renewal. The Cambridge skyline has also undergone this process incrementally. Within the historic core, there is a great variety of rooflines, articulated by spires, cupolas, chimneys and towers.²⁸⁹ Trees also form an important element in the modern Cambridge skyline, within both the historic core and the suburbs. Many of the elevated views of the city from the rural hinterland and from Castle Mound show a city of trees with scattered spires and towers emerging above an established tree line. The character of the more urbanised environment within Cambridge City is described in the 2003 Cambridge Landscape Assessment, which identifies 7 landscape character types within the city.²⁹⁰ It describes the uniqueness of the city landscape, as a mosaic of built areas interspersed with a network of open spaces. It is a compact city with a strong sense of identity, while the setting is largely 'unexceptional arable lowland' but with some attractive aspects. 'Green fingers' such as The Backs are identified as an important feature, linking the

²⁸⁴ Natural England (2014) National Character Area Profile: 88 Bedfordshire Claylands [Online]. Available at:

<http://publications.naturalengland.org.uk/publication/5091147672190976?category=587130>

²⁸⁵ Natural England (2014) National Character Area Profile: 86 South Suffolk and North Essex Clayland [Online]. Available at:

<http://publications.naturalengland.org.uk/publication/5095677797335040?category=587130>

²⁸⁶ Natural England (2014) National Character Area Profile: 46 The Fens [Online]. Available at:

<http://publications.naturalengland.org.uk/publication/6229624?category=587130>

²⁸⁷ Natural England (2014) National Character Area Profile: 90 Bedfordshire Greensand Ridge [Online]. Available at:

<http://publications.naturalengland.org.uk/publication/6667269664931840?category=587130>

²⁸⁸ <http://www.landscape-east.org.uk/east-england-landscape-typology>

²⁸⁹ Cambridge City Council (2018) Cambridge Local Plan [online] Available at: <https://www.cambridge.gov.uk/media/6890/local-plan-2018.pdf>

²⁹⁰ River Corridor; Green Corridor; Rural Lowland Mosaic; City Centre; Residential Areas; Industrial and Commercial Areas; and Borrowed Landscapes.

hinterland with the historic core. Water is also identified as a key landscape feature in the city. In general the character areas describe a historic city centre and ‘borrowed landscapes’ of college gardens and cemeteries, surrounded by a mixed residential landscape and some ancient villages, followed by a ‘rural lowland mosaic’, all dissected by the corridor of the River Cam and rail and road corridors. Some of the outer parts of the city are characterised by poorer quality suburban housing developments, and former industrial and utilities land²⁹¹

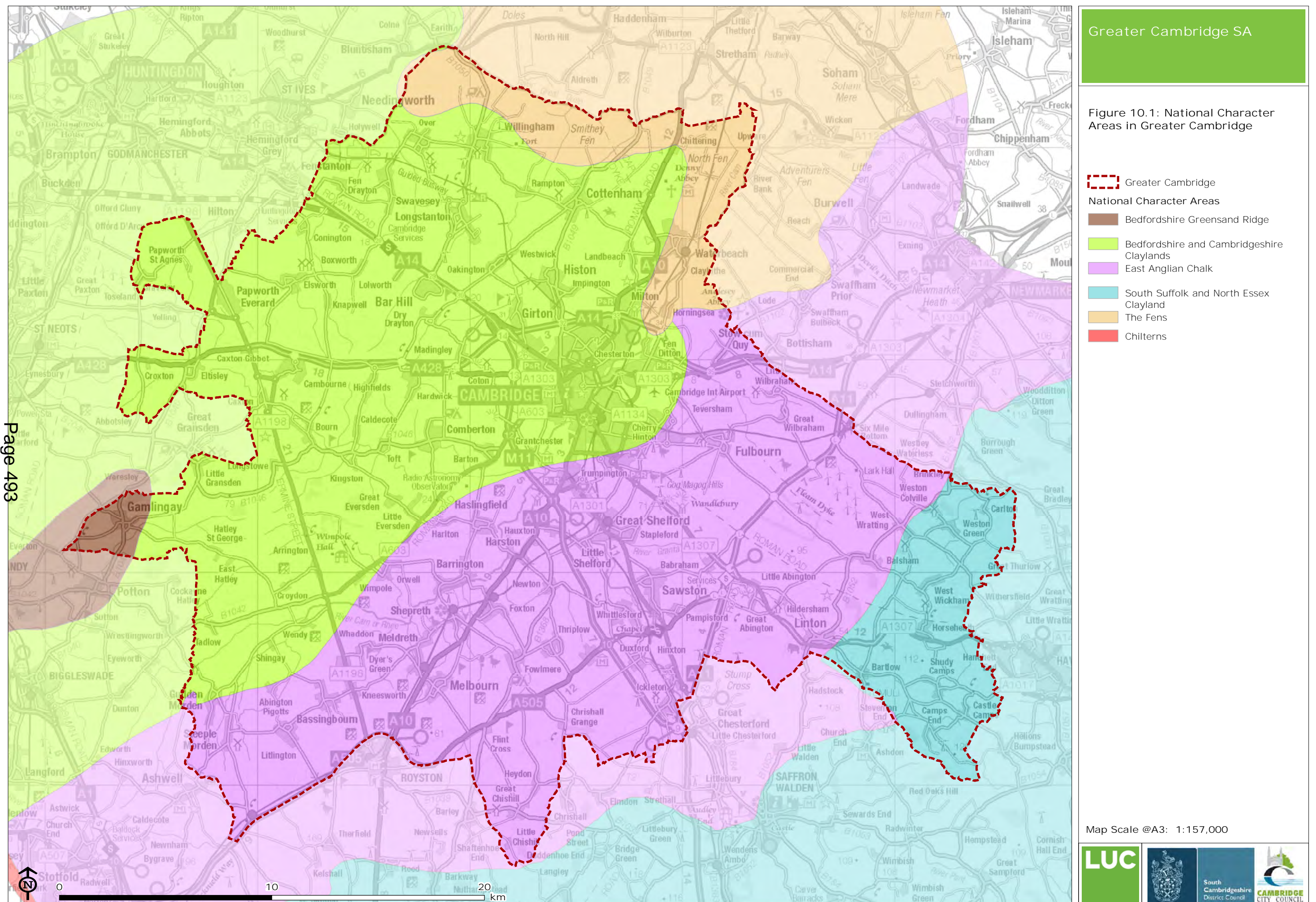
- 10.18 The Ouse Washes Landscape Character Assessment helps to describe in more detail the character of the distinctive landscape on the northern boundary of South Cambridgeshire. The area overlapping with Greater Cambridge is identified as the ‘Ouse Valley Wetlands’ – a broad flat floodplain of the River Great Ouse and its surrounding clay margins. The Great Ouse is now channelled between embankments and gravel extraction on its floodplain has transformed the former waterlogged fen into a cluster of lakes. Higher land on the margins of the fen hosts a string of villages with a hinterland of paddocks, orchards and farmsteads. The study finds that this part of the Ouse Washes landscape can accommodate change provided new development is not extensive and that protects sensitive features including historic tracks, other historic features, and land uses on the fringe of villages
- 10.19 Cambridge city is surrounded by Green Belt, most of which lies within South Cambridgeshire district. Green Belt is a policy designation, rather than a sustainability designation, which has its own defined purposes and is considered separately to the SA.

Table 10.1: Key sustainability issues for Greater Cambridge and likely evolution without the Local Plan

Key sustainability issues for Greater Cambridge	Likely evolution without the new Local Plan	Relevant SA objective
While the plan area is not in close proximity to nationally designated or highly sensitive landscape areas, it contains a diverse range of nationally recognised landscape character areas that could be harmed by inappropriate development. For example, the fenlands on the northern boundary of Greater Cambridge are particularly sensitive to development. If development was to be allocated there it could threaten losses to a distinctive wetland landscape.	Policy NH/2 of the adopted South Cambridgeshire Local Plan (2018) requires developers to enhance the character and distinctiveness of the local landscape and NCA where it is located. Similarly, Policy 55 of the Cambridge Local Plan requires development to respond to the natural context. While both documents are relatively recent, the new Local Plan offers the opportunity to update the current policy position in response to the ongoing evolution of development pressures and their impact on the landscape in	SA objective 6

²⁹¹ Cambridge City Council (2003) Landscape Character Assessment [Online] Available at: <https://www.cambridge.gov.uk/media/5751/cambridge-landscape-character-assessment-2003.pdf>

Key sustainability issues for Greater Cambridge	Likely evolution without the new Local Plan	Relevant SA objective
	Greater Cambridge as a whole.	
<p>The distinct historic character of the South Cambridgeshire villages, and in particular the sensitive historic landscape setting of Cambridge requires protection as development comes forward, particularly in maintaining key views into Cambridge.</p>	<p>Policy NH/13 of the South Cambridgeshire Local Plan requires definition along important countryside frontages where land has a strong landscape character, while Policy 59 of the Cambridge City Plan requires that landscape and boundary treatment are designed as an integral part of new development proposals. Further, Policy 60 sets out criteria for assessing buildings breaking with the existing skyline, which should fit within the existing landscape and townscape. The new Local Plan provides an opportunity to ensure that, in the context of ongoing development pressures, development coming forward does not adversely affect the setting of sensitive heritage assets and lies sympathetically within the existing landscape and townscape.</p>	<p>SA objective 6</p>



Greater Cambridge SA

Figure 10.1: National Character Areas in Greater Cambridge

- Greater Cambridge
- National Character Areas**
- Bedfordshire Greensand Ridge
- Bedfordshire and Cambridgeshire Claylands
- East Anglian Chalk
- South Suffolk and North Essex Clayland
- The Fens
- Chilterns

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Map Scale @A3: 1:157,000



11 The SA Framework

The SA Framework

- 11.1 The development of a set of SA objectives (known as the SA Framework) is a recognised way in which the likely environmental and sustainability effects of a plan can be described, analysed and compared.
- 11.2 The proposed SA Framework for the Greater Cambridge Local Plan is presented in **Table 11.1**, and has been developed from the analysis of international, national and local policy objectives, the baseline information, and the sustainability issues identified for the plan area. It comprises a series of SA objectives, each accompanied by a set of questions that will be used to appraise the performance of the new Local Plan against the SA objectives, including alternative overall spatial strategies for growth being considered by the two Councils for inclusion in the Local Plan.
- 11.3 The SA Framework is supported by a set of draft site assessment criteria and assumptions, which will be used to establish the potential effects generated by development in site options and allocations identified for consideration by the City and District Councils. The performance of sites against the site assessment criteria and assumptions will be used, alongside other technical assessments, to inform the Council's selection of individual site allocations. More detail on the criteria and assumptions to be used is provided in **Appendix 1**.
- 11.4 The SA objectives and accompanying questions set out in the SA Framework and the site assessment criteria and assumptions are subject to change following feedback collated during consultation on this SA Scoping Report with the three statutory consultation bodies (Environment Agency, Historic England and Natural England) under Regulation 12(5) of the SEA Regulations.

Table 11.1 SA Framework for the Greater Cambridge Local Plan

SA Objective	Appraisal questions	Relevant SEA Topics
<p>SA 1: To ensure that everyone has the opportunity to live in a decent, well-designed, sustainably constructed and affordable home.</p>	<p>SA 1.1: Does the Plan provide for the local housing need of Greater Cambridge?</p> <p>SA 1.2: Does the Plan deliver the range of types, tenures that Greater Cambridge needs over the plan period?</p> <p>SA 1.3: Does the Plan increase the supply of affordable homes in both urban and rural areas?</p> <p>SA 1.4: Does the Plan provide for the housing needs of both an ageing and young population based on locational needs?</p> <p>SA 1.5: Does the Plan provide for specialist housing needs, including that of the student population and Gypsies and Travellers?</p>	<p>Population, Human Health and Material Assets</p>
<p>SA 2: To maintain and improve access to centres of services and facilities including health centres and education.</p>	<p>SA 2.1: Does the Plan support the existing city, district, local, neighbourhood, rural and minor rural centres?</p> <p>SA 2.2: Does the Plan provide for sufficient local services and facilities to support new and growing communities (e.g. schools, employment training and lifetime learning facilities, health facilities, sport and recreation, accessible green space and services in local centres)?</p> <p>SA 2.3: Does the Plan provide for development within proximity to existing or new services and facilities that are accessible for all?</p>	<p>Population, Human Health and Material Assets</p>
<p>SA 3: To encourage social inclusion, strengthen community cohesion, and advance equality between those who share a protected characteristic (Equality Act 2010) and those who do not.</p>	<p>SA 3.1: Does the Plan facilitate the integration of new neighbourhoods with existing neighbourhoods?</p> <p>SA 3.2: Does the Plan promote developments that benefit and are used by existing and new residents in Greater Cambridge, particularly for Greater Cambridge's most deprived areas?</p> <p>SA 3.3: Does the Plan meet the needs of specific groups in Greater Cambridge, including those with protected characteristics and the needs of</p>	<p>Population, Human Health and Material Assets</p>

SA Objective	Appraisal questions	Relevant SEA Topics
	<p>a growing and ageing population?</p> <p>SA 3.4: Does the Plan promote the vitality and viability of Greater Cambridge's city, district, local, neighbourhood, rural and minor rural centres through social and cultural initiatives?</p> <p>SA 3.5: Does the Plan help to support high levels of pedestrian activity/ outdoor interaction, where people mix?</p> <p>SA 3.6: Does the Plan remove or reduce disadvantages suffered by people due to their protected characteristics?</p>	
<p>SA 4: To improve public health, safety and wellbeing and reduce health inequalities.</p>	<p>SA 4.1: Does the Plan promote health and wellbeing and encourage healthy lifestyles by maintaining, connecting, creating and enhancing multifunctional open spaces, green infrastructure, and recreation and sports facilities and by providing access to recreational opportunities in the countryside?</p> <p>SA 4.2 Does the Plan promote healthy lifestyle choices by encouraging and facilitating walking and cycling, including provision of dedicated cycleways, as well as permeable and legible streets?</p> <p>SA 4.3: Does the Plan safeguard human health and well-being by promoting climate change resilience through sustainable siting, design, landscaping and infrastructure, particularly green infrastructure?</p> <p>SA 4.4: Does the Plan provide sufficient access to local health services and facilities (e.g. health centres and hospitals)?</p> <p>SA 4.5: Does the Plan encourage local food growing?</p> <p>SA 4.6: Does the Plan promote mental wellbeing through the design of attractive places and opportunities for social interaction?</p> <p>SA 4.7: Does the Plan promote principles of good urban design to limit the potential for crime in Greater Cambridge?</p>	<p>Population, Human Health and Climatic Factors</p>

SA Objective	Appraisal questions	Relevant SEA Topics
	SA 4.8: Does the Plan contribute to a reduction in the fear of crime?	
SA 5: To conserve, enhance, restore and connect wildlife, habitats, species and/or sites of biodiversity or geological interest.	<p>SA 5.1: Does the Plan avoid adverse effects on internationally and nationally designated biodiversity and geodiversity assets within and outside Greater Cambridge?</p> <p>SA 5.2: Does the Plan avoid adverse effects on locally designated biodiversity and geodiversity assets within and outside Greater Cambridge, including ancient woodland?</p> <p>SA 5.3: Does the Plan seek to protect and enhance ecological networks, including opportunity areas (buffer and stepping stone opportunities) identified through biodiversity opportunity mapping, promoting the achievement of biodiversity net gain, whilst taking into account the impacts of climate change?</p> <p>SA 5.4: Does the Plan provide and manage opportunities for people to come into contact with wildlife whilst encouraging respect for and raising awareness of the sensitivity of biodiversity?</p>	Biodiversity, Flora, Fauna and Human Health
SA 6: To conserve and enhance the character and distinctiveness of Greater Cambridge's landscapes and townscapes, maintaining and strengthening local distinctiveness and sense of place.	<p>SA 6.1: Does the Plan protect and enhance Greater Cambridge's sensitive, special landscapes, such as fens, and historic settlements?</p> <p>SA 6.2: Does the Plan protect and enhance Greater Cambridge's natural environment assets (including parks and green spaces, common land, woodland and forest reserves) and public realm?</p> <p>SA 6.3: Does the Plan protect the setting of the city of Cambridge, including key views into and out of the city?</p>	Landscape, Biodiversity, Flora, Fauna and Cultural Heritage
SA 7: To conserve and/or enhance the qualities, fabric, setting and accessibility of Greater Cambridge's historic	<p>SA 7.1: Does the Plan conserve and enhance Greater Cambridge's designated heritage assets, including their setting and their contribution to wider local character and distinctiveness?</p> <p>SA 7.2: Does the Plan conserve and enhance Greater Cambridge's non-</p>	Cultural Heritage, Architectural and Archaeological Heritage

SA Objective	Appraisal questions	Relevant SEA Topics
environment.	<p>designated heritage assets, including their setting and their contribution to wider local character and distinctiveness?</p> <p>SA 7.3: Does the Plan safeguard, and where possible enhance, the historic fabric of the city of Cambridge?</p> <p>SA 7.4: Does the Plan provide opportunities for improvements to the conservation, management and enhancement of Greater Cambridge's heritage assets, particularly heritage at risk?</p> <p>SA 7.5: Does the Plan promote access to, as well as enjoyment and understanding of, the local historic environment for Greater Cambridge's residents and visitors?</p>	
SA 8: To make efficient use of Greater Cambridge's land resources through the re-use of previously developed land and conserve its soils.	<p>SA 8.1: Does the Plan maximise the provision of housing and employment development on previously developed land?</p> <p>SA 8.2: Does the Plan ensure contaminated land is remediated where appropriate?</p> <p>SA 8.3: Does the Plan minimise the loss of best and most versatile agricultural land to development?</p>	Soil and Material Assets
SA 9: To conserve mineral resources in Greater Cambridge.	SA 9.1 Does the Plan ensure that unnecessary or unjustified sterilisation of mineral resources is prevented?	Material Assets
SA 10: To achieve sustainable water resource management and promote the quality of Greater Cambridge's waters.	<p>SA 10.1: Does the Plan seek to improve the water quality of Greater Cambridge's rivers and water bodies?</p> <p>SA 10.2: Does the Plan minimise inappropriate development in Source Protection Zones?</p> <p>SA 10.3: Does the Plan ensure there is sufficient waste water treatment capacity to accommodate the new development?</p> <p>SA 10.4: Does the Plan promote development which would avoid water</p>	Water, Biodiversity, Fauna and Flora

SA Objective	Appraisal questions	Relevant SEA Topics
	<p>pollution due to contaminated runoff from development?</p> <p>SA 10.5: Does the Plan support efficient use of water in new developments, including the recycling of water resources, promoting water stewardship and water sensitive design where appropriate?</p>	
<p>SA 11: To adapt to climate change, including minimising flood risk.</p>	<p>SA 11.1: Does the Plan minimise inappropriate development in areas prone to flood risk and areas prone to increasing flood risk elsewhere, taking into account the impacts of climate change?</p> <p>SA11.2: Does the Plan promote the use of Natural Flood Management schemes, SuDS and flood resilient design?</p> <p>SA11.3: Does the Plan promote design measures in new development and the public realm to respond to weather events arising from climate change, such as heatwaves and intense rainfall?</p> <p>SA 11.4: Does the Plan provide, enhance and retrofit green infrastructure?</p>	<p>Water, Material Assets, Climatic Factors and Human Health</p>
<p>SA 12: To minimise Greater Cambridge's contribution to climate change</p>	<p>SA 12.1: Does the Plan promote energy efficient design?</p> <p>SA 12.2: Does the Plan encourage the provision of energy from renewable sources?</p> <p>SA 12.3: Does the Plan promote the use of locally and sustainably sourced, and recycling of, materials in construction and renovation?</p> <p>SA 12.4: Does the Plan support access to public transport provision?</p> <p>SA 12.5: Does the Plan create, maintain and enhance attractive and well-connected networks of public transport and active travel, including walking and cycling?</p> <p>SA 12.6: Does the Plan support development which is in close proximity to city, district and rural centres, services and facilities, key employment areas and/or public transport nodes, thus reducing the need to travel by car?</p>	<p>Air, Human health, air and Climatic factors</p>

SA Objective	Appraisal questions	Relevant SEA Topics
	SA12.7: Does the Plan address congestion hotspots in the road network?	
SA 13: To limit air pollution in Greater Cambridge and ensure lasting improvements in air quality.	<p>SA 13.1: Does the Plan avoid, minimise and mitigate the effects of poor air quality?</p> <p>SA 13.2: Does the Plan promote more sustainable transport and reduce the need to travel?</p> <p>SA 13.3: Does the Plan contain measures which will help to reduce congestion?</p> <p>SA 13.4: Does the Plan minimise increases in traffic, particularly non-electric vehicles, in Air Quality Management Areas?</p> <p>SA 13.5: Does the Plan facilitate the take up of low / zero emission vehicles?</p>	Air and Human Health
SA 14: To facilitate a sustainable and growing economy.	<p>SA 14.1: Does the Plan provide for an adequate supply of land and the delivery of infrastructure to meet Greater Cambridge's economic and employment needs?</p> <p>SA 14.2: Does the Plan support opportunities for the expansion and diversification of businesses?</p> <p>SA 14.3: Does the Plan provide for start-up businesses and flexible working practices?</p> <p>SA 14.4: Does the Plan support the prosperity and diversification of Greater Cambridge's rural economy?</p> <p>SA 14.5: Does the Plan support stronger links to the wider economy of the Oxford-Cambridge Arc?</p> <p>SA 14.6: Does the Plan support the growth of the knowledge, science, research and high tech sectors?</p>	Population and Material Assets
SA 15: To deliver, maintain and enhance access to diverse	SA 15.1: Does the Plan provide for employment opportunities that are	Population and

SA Objective	Appraisal questions	Relevant SEA Topics
employment opportunities, to meet both current and future needs in Greater Cambridge.	<p>easily accessible, preferably via sustainable modes of transport?</p> <p>SA 15.2: Does the Plan support equality of opportunity for young people and job seekers?</p>	Material Assets

Use of the SA Framework

- 11.5 The SA will be undertaken in close collaboration with the officers from South Cambridgeshire District and Cambridge City Councils responsible for drafting the Local Plan in order to fully integrate the SA process with the production of the Local Plan.
- 11.6 The findings of the SA will be presented as a colour coded symbols showing a score for each option against each of the SA objectives along with a concise justification for the score given, where appropriate. It may be possible to group the appraisal of strategic and development management policies by theme.
- 11.7 The use of colour coding in the matrices will allow for likely significant effects (both positive and negative) to be easily identified, as shown in **Figure 11.1** below.

Figure 11.1 SA matrix guide

++	Significant positive effect likely
++/-	Mixed significant positive and minor negative effects likely
+	Minor positive effect
+/-	Mixed minor effects likely
-	Minor negative effect likely
--/+	Mixed significant negative and minor positive effects likely
--	Significant negative effect likely
0	Negligible effect likely
?	Likely effect uncertain

- 11.8 The dividing line between sustainability scores is often quite small. Where significant effects are distinguished from more minor effects this is because, using the appraisal questions and criteria and applying professional judgement, the effect of the option on the SA objective will be of such magnitude that it will have a noticeable and measurable effect compared with other factors that may influence the achievement of that objective.
- 11.9 In determining the significance of the effects of the options for potential inclusion in the Local Plan it will be important to bear in mind the Local Plan's relationship with the other documents in the planning system such as the NPPF and other national policy approaches, and regulatory requirements, as these may provide additional safeguards or mitigation of potentially significant adverse effects.

Reasonable alternatives

- 11.10 The SA must appraise not only the preferred options for inclusion in the Local Plan but 'reasonable alternatives' to these options. This implies that alternatives that are

not reasonable do not need to be subject to appraisal. Part (b) of Regulation 12(2) notes that reasonable alternatives will take into account the objectives of the Plan, as well as its geographical scope. Therefore, alternatives that do not meet the objectives of national policy, or are outside the Plan area are unlikely to be reasonable.

- 11.11 The objectives, policies and site allocations to be considered for inclusion within the Local Plan are in the process of being identified and reviewed. The Councils' reasons for selecting the alternatives to be included in the Local Plan will be reported at a later stage in the SA process.

Assumptions

- 11.12 SA inevitably relies on an element of subjective judgement. However, in order to ensure consistency in the appraisal of the site options, for each of the SA objectives in the SA framework, a clear set of decision-making criteria and assumptions for determining significance of the effects are set out. These assumptions set out clear parameters within which certain SA scores would be given, based on factors such as the distance of site options from features such as biodiversity designations, public transport links and areas of high landscape sensitivity. The assumptions, many of which are applied through the use of Geographical Information Systems (GIS) data, are presented in **Appendix 1**.
- 11.13 It should be noted that it may be necessary to refine the criteria and assumptions during the course of the SA work, for example to respond to consultation comments, or to ensure that they remain appropriate with respect to the evidence base and the alternative options being considered for inclusion in the Local Plan.

Health Impact Assessment

- 11.14 Health Impact Assessment (HIA) aims to ensure that health-related issues are integrated into the plan-making process. As described in **Chapter 1**, the HIA will be incorporated into the SA. SA objective 5 directly addresses health issues, while achievement of SA objectives 2, 3 and 14 would also indirectly benefit people's health.

- 11.15 **Table 11.2** demonstrates how various HIA topics have been included in the SA framework. The HIA topics are drawn from the NHA London Rapid Health Impact Assessment Tool²⁹².
- 11.16 The options and later policies for the Local Plan will all be assessed against these objectives as part of the SA. The SA report will make recommendations for how the health-related impacts of the Local Plan can be optimised as the options are developed into detailed policies.

²⁹² <https://www.healthyurbandevelopment.nhs.uk/wp-content/uploads/2017/05/HUDU-Rapid-HIA-Tool-3rd-edition-April-2017.pdf>

Table 11.2 Integration of HIA topics in this SA

HIA topic	Relevant SA Objective
Housing quality and design	SA objective 1: Housing
Access to healthcare services and other social infrastructure	SA objective 2: Access to Services and Facilities Accessibility is also relevant to this topic (see below).
Access to open space and nature	SA objective 2: Access to Services and Facilities SA objective 4: Health and Wellbeing SA objective 5: Biodiversity
Air quality, noise and neighbourhood amenity	SA objective 13: Air Quality SA objective 6: Landscape, Townscape and Local Distinctiveness SA objective 12: Climate Change Mitigation
Accessibility and active travel	SA objective 4: Health and Wellbeing SA objective 2: Access to Services and Facilities SA objective 12: Climate Change Mitigation
Crime reduction and community safety	SA objective 4: Health and Wellbeing
Access to healthy food	SA objective 4: Health and Wellbeing considers food growing Other aspects of access to healthy food are not within the scope of the local plan. This issue should be addressed through other means.
Access to work and training	SA objective 15: Employment SA objective 14: Sustainable Economy
Social cohesion and lifetime neighbourhoods	SA objective 4: Health and Wellbeing SA objective 3: Equality Housing and accessibility (see above) are also relevant to this topic.
Minimising the use of resources	SA objective 8: Sustainable Land Use
Climate change	SA objective 11: Climate Change Adaptation

HIA topic	Relevant SA Objective
	SA objective 12: Climate Change Mitigation
Environmental quality	SA objective 9: Minerals SA objective 10: Water resources and quality SA objective 8: Sustainable Land Use SA objective 5: Biodiversity

Equalities Impact Assessment

11.17 There are three main duties set out in the Equality Act 2010, which public authorities including South Cambridgeshire and Cambridge City Councils must meet in exercising their functions:

- To eliminate discrimination, harassment, victimisation and other conduct that is prohibited under the Act.
- To advance equality of opportunity between persons who share relevant protected characteristics and persons who do not share it.
- To foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

11.18 The Equality Act 2010 identifies nine ‘protected characteristics’ and seeks to protect people from discrimination on the basis of these characteristics. They are:

- Age.
- Disability.
- Gender reassignment.
- Marriage and civil partnership.
- Pregnancy and maternity.
- Race.
- Religion or belief.
- Sex.
- Sexual orientation.

11.19 The Local Plan will be assessed to consider the likely impacts of the draft policies on each of the nine protected characteristics from the Equality Act 2010 listed above. SA Objective 3 relates specifically to equalities. For each protected characteristic, consideration will be given to whether the Local Plan is compatible or incompatible with the three main duties set out in the Equality Act 2010. A colour coded scoring system (positive/negative/neutral) will be used to show the effects that the Local Plan policy and site options are likely to have on each protected characteristics.

12 Consultation and Next Steps

- 12.1 In order to meet the requirements of the SEA Regulations, the views of the three statutory consultees (Environment Agency, Historic England and Natural England) are being sought in relation to the scope and level of detail to be included in the SA Report.
- 12.2 This SA Scoping Report will be published for consultation alongside the Issues and Options document.
- 12.3 As outlined in the introduction, the consultees are in particular requested to consider:
- Whether the scope of the SA is appropriate as set out considering the role of the Greater Cambridge Local Plan to help meet and manage the needs of the plan area.
 - Whether there are any additional plans, policies or programmes that are relevant to the SA that should be included.
 - Whether the baseline information provided is robust and comprehensive, and provides a suitable baseline for the SA of the Local Plan.
 - Whether there are any additional key sustainability issues relevant to the Local Plan that should be included.
 - Whether the SA Framework (**Chapter 11**) is appropriate and includes a suitable set of SA objectives and is supported by suitable site-based assumptions (**Appendix 1**) for assessing the effects of the options included within the Greater Cambridge Local Plan as well as reasonable alternatives.
- 12.4 Responses from consultees will be reviewed and appropriate amendments made to the detail contained in the Scoping Report, including the baseline, policy context and SA Framework where necessary. Any updates to this detail will be presented at the next stage of the Local Plan preparation process.
- 12.5 As the Local Plan is drafted, it will be subject to SA using the SA Framework presented in **Chapter** Error! Reference source not found.. A full SA report (incorporating the later stages of the SA process) will then be produced and made available to other stakeholders and the general public for wider consultation alongside the emerging Local Plan.

LUC

September 2019

Appendix 1

Criteria and assumptions to be applied in the SA of site options

Assumptions regarding distances

Reference is made to ‘easy walking distance’ in the appraisal assumptions. There are a number of pieces of research that give a variety of recommended guidance distances for walking. For example, the Institute of Highways and Transportation found that the average length of a walk journey is one kilometre. The Institute of Highways and Transportation categorises distances depending upon location and purpose of the trip, and ‘desirable’, ‘acceptable’, and ‘preferred maximum’:

	Town centres (m)	Commuting/School/ Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

For the purposes of the appraisal, distances in the appraisal will be measured as the straight line distance from the edge of the site option to existing services and facilities, and therefore actual walking distances are likely to be greater (e.g. depending on the house location within a larger site and the availability of a direct route).

It is recognised that many journeys to services and facilities will not be made in a straight line. When applying the Institute of Highways and Transportation distances for the appraisal of site options to each of the relevant distances a 10% buffer has therefore been applied to account for the potential difference between the straight line distance and the actual distance involved in a journey to services and facilities. For example, the relevant distance applied for walking distance for town and local centres has been decreased from 800m to 720m, and so on.

It is considered that this is a reasonable approach, and professional judgement will be used when applying these distances to each site option and the range of services and facilities considered by the appraisal (e.g. where there are significant barriers to straight-line movement, such as railway lines). The distances used in the appraisal will vary depending upon the type of destination being accessed and the mode of transport:

- 450m walking distance for primary schools on the basis that parents are unlikely to want to walk long distances with young children.
- 900m walking distance for secondary schools.
- 720m walking distance for city, district, local, neighbourhood, rural and minor rural centres.

- 450m to a bus stop, as many people are unlikely to want to walk much further and then catch a bus to their destination.
- 1,800m walking distance to a train station.
- In terms of access to cycle routes, a distance of 450m will be used in the appraisal on the assumption that links to cycle routes are likely to use road carriageways.

The SA assumptions include analysis of the proximity of residential areas to key employment areas. Although there is no guarantee that people will find jobs at the employment areas closest to them, it is considered that provision of homes close to major sources of employment would support people in making shorter journeys to work. The following walking assumption has been applied:

- 1,800m walking distance to employment areas.

Table A1.1: Criteria and assumptions to be applied during the SA of site options for the Greater Cambridge Local Plan

SA Objectives	Criteria and assumptions
<p>1. To ensure that everyone has the opportunity to live in a decent, well-designed, sustainably constructed and affordable home.</p>	<p>Residential site options</p> <p>All of the residential site options are expected to have positive effects on this objective, due to the nature of the proposed development. Planning Practice Guidance²⁹³ states that affordable housing should only be sought for residential development 10 or more homes. It is expected that sites of this size or larger could potentially provide affordable homes and so will have significant positive effects. Therefore:</p> <ul style="list-style-type: none"> • Sites with capacity for more than 10% net additional total housing need will have a significant positive (++) effect. • Sites with capacity for fewer than 10% net additional total housing need will have a minor positive (+) effect. <p>Employment site options</p> <p>The location of employment sites is not considered likely to affect this objective, therefore the score for all site options will be negligible (0).</p>
<p>2. To maintain and improve access to centres of services and facilities including health centres and education.</p>	<p>All site options</p> <p>Larger scale development could potentially incorporate the provision of new services. The location of all types of development sites could affect this objective by influencing people’s ability to access existing services and facilities (both for local residents and employees during breaks and after work).</p> <p>The defined city, town and rural centres are the areas in South Cambridgeshire and Cambridge City which provide access the high number of services and facilities. Local, neighbourhood and minor rural centres will provide access to a lower level of services and facilities. The location of proximity to these areas can therefore be used to establish the potential accessibility to a wider number of services and facilities in Greater Cambridge. Therefore:</p>

²⁹³ Ministry of Housing, Communities & Local Government (2019) Planning Practice Guidance Paragraph: 023 Reference ID: 23b-023-20190315

SA Objectives	Criteria and assumptions
	<ul style="list-style-type: none"> • Sites that are within 720m of a defined city, district or rural centre will have a significant positive (++) effect. • Sites that are within 720m of a defined local, neighbourhood, or minor rural centre will have an uncertain minor positive (+?) effect. • Sites that are not located within 720m of a defined city, district, local, neighbourhood, rural or minor rural centre will have an uncertain minor negative (-?) effect. <p>Residential site options</p> <p>For sites which support residential use it will be necessary to consider access to education facilities. It is recognised that educational facilities are often not located within the town and village centres and are instead provided to meet the needs of specific catchment areas. Sites which provide a good level of access to services and facilities at centre locations may not always be those which provide a good level of access to educational facilities. The effects of sites on the educational element of this objective will depend on the access that they provide to existing educational facilities, although there are uncertainties as the effects will depend on there being capacity at those schools to accommodate new pupils, and there are no further education facilities in Greater Cambridge. New residential development could stimulate the provision of new schools/school places, particularly larger sites, but this cannot be assumed at this stage. Therefore, for residential sites, in addition to the assumptions set out to consider access to service and facilities centres:</p> <ul style="list-style-type: none"> • Sites that are within 1km of a secondary school and within 450m of a primary school will have an uncertain significant positive (++?) effect. • Sites that are within 1km of a secondary school or within 450m of a primary school (but not both) will have an uncertain minor positive (+?) effect. • Sites that more than 1km of a secondary school and 450m of a primary school will have an uncertain minor negative (-?) effect. <p>This will mean some residential sites may be recorded as having an overall mixed (++/-? or +/-?) effect.</p>
3. To encourage social inclusion, strengthen community cohesion and	<p>All types of site options</p> <p>The proximity of development to services and facilities and public transport links may help to address issues of social inclusion and equality. These issues (including access to facilities such as education and healthcare and proximity to public transport links, such as railway stations and bus stops) are considered under SA</p>

SA Objectives	Criteria and assumptions
<p>advance equality between those who share a protected characteristic (Equality Act 2010) and those who do not.</p>	<p>objective 2, SA objective 4, and SA objective 12 in the SA framework. Many other contributors to equality, social inclusion and community cohesion cannot be determined using geographical factors and will therefore be more relevant to policy assessments.</p> <p>Achieving local regeneration may help to promote a sense of ownership and community cohesion among residents. It is recognised that this will depend in part on the detailed proposals for sites and their design, which are not known at this stage. However, development which occurs on brownfield land is likely to help promote the achievement of regeneration in Greater Cambridge. Therefore:</p> <ul style="list-style-type: none"> • Sites that are on brownfield land, or land that is partly brownfield, will have a minor positive (+) effect. • Sites that are on greenfield land will have a negligible (0) effect. <p>The location of new developments will also affect social deprivation and economic inclusion by influencing how easily people are able to access job opportunities and access to decent housing in a given area. Areas which are identified as most deprived in Greater Cambridge are often also those which could benefit most from the achievement of regeneration. The delivery of housing or employment sites within a 40% most deprived area²⁹⁴ will therefore have a minor positive (+) effect.</p> <p>The city centre and district and rural centre locations of South Cambridgeshire and Cambridge City help to support community networks in Greater Cambridge. Development which contains appropriate uses (such as retail and/or community uses) and is to occur within the defined city centres and district and rural centres could help to maintain the vitality and viability of these locations. As such where site options to be delivered within the defined city, district and rural centres would contain a use of this type, a significant positive (++) effect is expected. Site options that contain a use of this type to be delivered within a local, neighbourhood, or minor rural centre are expected to result in a minor positive (+) effect.</p>
<p>4. To improve public health, safety and wellbeing and reduce health inequalities.</p>	<p>All types of site options</p> <p>Sites that are within walking distance (720m) of existing healthcare facilities (i.e. GP surgeries or hospitals) and areas/features which promote physical activities (open spaces, or sports facilities) among residents will ensure that residents have good access to healthcare services and are provided with opportunities for healthy lifestyle choices. This includes employment sites, which will provide employees with access to these types of</p>

²⁹⁴ According to the Index of Multiple Deprivation 2015

SA Objectives	Criteria and assumptions
	<p>features outside of working hours and during break times. Therefore:</p> <ul style="list-style-type: none"> • Sites that are within 720m of a healthcare facility and an area of open space/sports facility²⁹⁵ will have a significant positive (++) effect. • Sites that are within 720m of either healthcare facility or an area of open space/ sports facility (but not both) will have a minor positive (+) effect. • Sites that are not within 720m of either a healthcare facility or an area of open space/ sports facility will have a minor negative (-) effect. <p>If sites come forward within an area of open space or a site which currently accommodates an outdoor sports facility it is recognised that that this use may be lost as a result of development. As such where site options contain such features a significant negative (--) effect is recorded. This will mean some sites may be recorded as having an overall mixed (++) or (+/-) effect.</p> <p>If a number of sites are allocated within close proximity of one another, this could lead to existing healthcare facilities becoming overloaded. If at any point information becomes available regarding the capacity of existing healthcare facilities, this will be taken into account in the SA as relevant.</p> <p>If development at a site is likely to incorporate new healthcare facilities, open space/sports facilities, it will be scored in accordance with the assumptions listed above.</p>
<p>5. To conserve, enhance, restore and connect wildlife, habitats, species and/or sites of biodiversity or geological interest.</p>	<p>All types of site options</p> <p>Development sites that are within close proximity of an international, national or local designated nature conservation site have the potential to affect the biodiversity or geodiversity of those sites/features, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc. Conversely, there may be opportunities to promote habitat connectivity if new developments include green infrastructure. Therefore, while proximity to designated sites provides an indication of the potential for an adverse effect, uncertainty exists, as appropriate mitigation may avoid adverse effects and may even result in beneficial effects. The potential impacts on undesignated habitats and species adjacent to the potential development sites cannot be determined at this strategic level of assessment. This would be determined once more specific proposals are developed and submitted as part of a planning application.</p>

²⁹⁵ Includes areas identified in Council's Open Space studies, country parks and CROW Access land

SA Objectives	Criteria and assumptions
	<ul style="list-style-type: none"> • Sites that are within Natural England’s Impact Risk Zones (IRZs) of one or more internationally or nationally designated biodiversity or geodiversity sites may have an uncertain significant negative (--?) effect. • Sites that are within 400m of a locally biodiversity or geodiversity designated site or area of ancient woodland or priority habitat, or sites that include grassland, wet grassland and woodland and/or associated opportunity areas may have an uncertain minor negative (-?) effect. • Sites that not within of an IRZ of one or more internationally or nationally designated biodiversity or geodiversity sites, and are over 400m from a locally designated site could have a negligible (0?) effect.
<p>6. To conserve and enhance the character and distinctiveness of Greater Cambridge’s landscapes and townscapes, maintaining and strengthening local distinctiveness and sense of place.</p>	<p>All types of site options</p> <p>The effects of new development on the character and quality of the landscape will depend in part on its design, which is not yet known; therefore all effects will be to some extent uncertain at this stage. As it stands there has been no landscape character study or landscape sensitivity study that covers the whole of Greater Cambridge, and only within Cambridge have character areas been defined. The Councils plan to commission a landscape character assessment, but in the absence of this evidence all assessments will have associated uncertainty (?).</p> <ul style="list-style-type: none"> • Sites that currently consist of derelict or degraded land may have a minor positive effect (+?). • Brownfield sites that are in existing or recent use (i.e. not derelict/degraded) and sites that would not lead to loss of landscape features (e.g. green space or water bodies) may have a negligible effect (0?). • Sites that would lead to a loss of landscape features (e.g. green space or water bodies) or would be out of keeping with the scale of existing development may have a minor negative effect (-?).
<p>7. To conserve and/or enhance the qualities, fabric, setting and accessibility of Greater Cambridge’s historic</p>	<p>All types of site options</p> <p>The NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset “great weight should be given to the asset’s conservation ... irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance”. However, development could also enhance the significance of the asset (provided that the development preserves those elements of the setting that make a positive contribution to or better reveals the significance of the asset).</p>

SA Objectives	Criteria and assumptions
environment.	<p>In all cases, effects will be uncertain at this stage as the potential for negative or positive effects on historic and heritage assets will depend on the exact scale, design and layout of the new development and opportunities which may exist to enhance the setting of heritage features (e.g. where sympathetic development replaces a derelict brownfield site which is currently having an adverse effect).</p> <ul style="list-style-type: none"> • Sites which have potential for heritage assets to be enhanced and their significance to be better revealed could have a minor positive (+?) or significant positive effect (++?) on this objective. • Sites which are unlikely to cause adverse impacts on heritage assets could have a negligible (0?) effect on this objective. • Sites which have the potential to cause harm to heritage assets, but can be mitigated, could have a minor negative (-?) effect on this objective. • Sites which have the potential to cause harm to heritage assets where it is unlikely that these can be adequately mitigated could have a significant negative (--?) effect on this objective.
8. To make efficient use of Greater Cambridge's land resources through the re-use of previously developed land and conserve its soils.	<p>All types of site options</p> <p>The effects of new development on soils will depend on its location in relation to the areas of highest quality agricultural land in Greater Cambridge, and whether the land has previously been developed. Therefore:</p> <ul style="list-style-type: none"> • Sites that are mainly or entirely on greenfield land which is classed as being of Grade 1 or Grade 2 agricultural quality would have a significant negative (--) effect. • Sites that are mainly or entirely on greenfield land which is classed as being of Grade 3 agricultural quality (but where it is not known if it is Grade 3a or 3b land) could have a significant negative effect although this is uncertain (--?). • Sites that are mainly or entirely on greenfield land that is classed as Grade 4, Grade 5, non-agricultural or urban land would have a minor negative (-) effect. • Sites that are mainly or entirely on brownfield land would have a minor positive (+) effect. • Sites that would result in the remediation of contaminated land would have a significant positive (++) effect.
9. To conserve mineral resources in Greater	<p>All types of site options</p> <p>The effects of new development on mineral resources will depend on its location in relation to areas which have been identified for their importance for mineral reserves in Greater Cambridge. The Cambridgeshire</p>

SA Objectives	Criteria and assumptions
Cambridge.	<p>and Peterborough Minerals and Waste Development Plan Site Specific Proposals DPD (2012) identifies Mineral Safeguarding Areas (MSAs) and Mineral Consultation Areas (MCAs). Development within or in close proximity to these areas can result in sterilisation of mineral resources. Therefore:</p> <ul style="list-style-type: none"> • Sites that are located directly within a MSA or MCA would have a significant negative effect on mineral resources although this is uncertain (--?) dependent upon whether extraction could be achieved prior to any development. • Sites that are located within 250m of a MSA would have a minor negative effect on mineral resources although this is uncertain (-?) dependent upon whether extraction could be achieved prior to any development. • Sites located more than 250m from a MSAs or MCA are expected to have a negligible (0) effect. <p>It should be noted that the emerging updated joint Minerals and Waste Local Plan will replace the current plan. Any updates to these designations will be considered as and when they occur.</p>
10. To achieve sustainable water resource management and promote the quality of Greater Cambridge's waters.	<p>All types of site options</p> <p>The effects of new development in terms of promoting more sustainable use of water resources will depend largely on people's behaviour as well as the design of new developments. However, where development takes place within Source Protection Zones (SPZs), there may be potential risks relating to contamination to result. Therefore:</p> <ul style="list-style-type: none"> • Sites that are within a SPZ could have a minor negative (-) effect. • Sites that are not within a SPZ could have a negligible (0) effect. <p>Any issues regarding supply of water resources, and waste water treatment capacity, are more appropriately appraised at the Local Plan scale, rather than through an assessment of each individual site.</p>
11. To adapt to climate change, including minimising flood risk.	<p>All types of site options</p> <p>The effects of new development on this SA objective will depend to some extent on its design, for example whether it incorporates SuDS, which cannot be assessed at this stage. Where site options are located in areas of high flood risk, it could increase the risk of flooding in those areas (particularly if the sites are not previously developed) and would increase the number of people and assets at risk from flooding. As such:</p> <ul style="list-style-type: none"> • Sites that are entirely or mainly within flood zone 3a or flood zone 3b are likely to have a significant

SA Objectives	Criteria and assumptions
	<p>negative (--) effect.</p> <ul style="list-style-type: none"> • Sites that are entirely or mainly within flood zone 2 are likely to have a minor negative (-) effect. • Sites that are entirely or mainly within flood zone 1 are likely to have a negligible (0) effect. <p>Furthermore:</p> <ul style="list-style-type: none"> • Sites that are on greenfield land are expected to have a minor negative (-) effect. • Sites that are on brownfield land are expected to have a negligible (0) effect. <p>Adopting a precautionary approach the scores for this SA objective reflect the most adverse effect identified. For example a site which lies within flood zone 3a and brownfield land would score a significant negative (--) effect overall.</p>
<p>12. To minimise Greater Cambridge's contribution to climate change.</p>	<p>All types of site options</p> <p>The effects of new development in terms of climate change and how development will respond to this issue will depend to some extent on its design, for example whether it incorporates renewable energy generation on site or includes SuDS. However, the proximity of development sites to sustainable transport links will affect the extent to which people are able to make use of non-car based modes of transport to access services, facilities and job opportunities, although the actual use of sustainable transport modes will depend on people's behaviour.</p> <p>It is possible that new transport links such as bus routes or cycle paths may be provided as part of larger-scale housing developments or employment development but this cannot be assumed.</p> <p>It is assumed that people would generally be willing to travel further to access a railway station than a bus stop. It is also recognised that many cyclists will travel on roads as well as dedicated cycle routes, and that the extent to which people choose to do so will depend on factors such as the availability of cycle storage facilities at their end destination, which are not determined by the location of sites. How safe or appealing particular roads are for cyclists cannot be determined at this strategic level of assessment. However, the proximity of site options to existing cycle routes can be taken as an indicator of how likely people are to cycle to or from a development site. Therefore:</p> <ul style="list-style-type: none"> • Sites that are within 1.8km of a railway station, or sites that are more than 1.8km from a railway station but within 450m of the Cambridge Busway stop (or similar dedicated rapid bus route), are likely to have a significant positive (++) effect.

SA Objectives	Criteria and assumptions
	<ul style="list-style-type: none"> • Sites that are within 1.8km of a key employment area and within 720m of a defined city, district or rural centre will have a significant positive (++) effect. • Sites that are more than 1.8km from a railway station and more than 450m from a Cambridge Busway stop (or similar dedicated rapid bus route) but within 450m of a regular bus stop and/or cycle route are likely to have a minor positive (+) effect. • Sites that are either within 1.8km of a key employment area or within 720m of a defined city, district or rural centre will have a minor positive (+) effect. • Sites that are more than 1.8km from a railway station and 450m from a Cambridge Busway stop or regular bus stop and cycle route could have a minor negative (-) effect. • Sites that are not located within 720m of a defined city, district, local, neighbourhood, rural or minor rural centre and are further than 1.8km from a key employment area will have a minor negative (-) effect.
<p>13. To limit air pollution in Greater Cambridge and ensure lasting improvements in air quality.</p>	<p>All types of site options</p> <p>Development sites that are within, or directly connected via road, to one of the Air Quality Management Areas (AQMAs) in Greater Cambridge, or in AQMAs in surrounding Districts, could increase levels of air pollution in those areas as a result of increased vehicle traffic. Therefore:</p> <ul style="list-style-type: none"> • Residential, employment and mixed use sites that are within or directly connected via road to an AQMA (i.e. on a road that passes through or adjacent to the site) are likely to have a significant negative (--) effect. • All sites that are not within or directly connected via road to an AQMA are likely to have a negligible (0) effect on air quality.
<p>14. To facilitate a sustainable and growing economy.</p>	<p>Employment site options</p> <p>All of the employment site options are expected to have positive effects on this objective, due to the nature of the proposed development. Larger sites will provide opportunities for the creation of more new jobs and so would have significant positive effects. Therefore:</p> <ul style="list-style-type: none"> • Sites that are more than 5ha in size will have a significant positive (++) effect. • Sites that are smaller than 5ha in size will have a minor positive (+) effect. <p>Residential site options</p>

SA Objectives	Criteria and assumptions
	<p>The specific location of residential sites within Greater Cambridge will not directly influence sustainable economic growth. Therefore a negligible (0) effect is expected for these types of site options.</p>
<p>15. To deliver, maintain and enhance access to diverse employment opportunities, to meet both current and future needs in Greater Cambridge.</p>	<p>Employment site options</p> <p>The provision of new employment sites within Greater Cambridge is likely to benefit the highest number of residents where are accessible by sustainable transport links. Therefore:</p> <ul style="list-style-type: none"> • Sites that are within 1.8km of a train station or likely to have a significant positive (++) effect. • Sites that are within 450m of a bus stop and/or cycle path are likely to have a minor positive (+) effect. <p>Sites that are not within 1.8km of a train station or within 450m of a bus stop and cycle path are likely to have a minor negative (-) effect.</p> <p>Residential site options</p> <p>The location of residential sites will influence the achievement of this objective by determining how easily residents would be able to access job opportunities at existing employment sites.</p> <p>The City of Cambridge provides access to a significant range of employment opportunities (including the city centre, business and science parks, and Addenbrooke's Hospital). Some of the larger villages in the South Cambridgeshire District provide services to smaller villages, providing some limited employment. The proximity of site options to key employment areas also serves as an indicator of the level of employment opportunities which are likely to be accessible. Therefore:</p> <ul style="list-style-type: none"> • Sites that are within 1.8km of a key employment area, e.g. 'Established Employment Areas', 'Protected Industrial Sites', business parks and science parks, and major employers, e.g. Addenbrookes Hospital Cambridge city centre or rural centre would have a significant positive (++) effect. • Sites that are within 720m of a district, local, neighbourhood or minor rural centre would have a minor positive (+) effect. • Sites that are more than 720m of a district, local, neighbourhood or minor rural centre would have a minor negative (-) effect. • Sites that are also more than 1.8km of a key employment area, Cambridge city centre or rural centre would have a significant negative (--) effect. <p>In addition, if a site option would result in the loss of an existing employment site, a negative effect would</p>

SA Objectives	Criteria and assumptions
	<p>occur in relation to the protection of existing employment sites.</p> <p>Therefore (which could result in mixed effects overall):</p> <ul style="list-style-type: none"> • Sites that are currently in employment use would have a significant negative (--) effect.

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Appendix G – Sustainability Appraisal of Issues and Options (Non -Technical Summary and Full Report)

These documents reflect the version of the Issues and Options Report considered by the Joint Local Plan Advisory Group.

They will be updated to reflect the final version of the Issues and Options Report.



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Greater Cambridge Local Plan

Sustainability Appraisal of Issues and Options: Non-Technical Summary

Prepared by LUC
September 2019

Project Title: Greater Cambridge Local Plan Sustainability Appraisal

Client: South Cambridgeshire District Council and Cambridge City Council

Version	Date	Version Details	Prepared by	Checked by	Approved by
1.0	17/09/2019	Draft for client comment	Olivia Dunham Sarah Smith	Sarah Smith	Jeremy Owen
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Greater Cambridge Local Plan

Sustainability Appraisal of Issues and Options: Non-Technical Summary

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Introduction

- 1.1 This Sustainability Appraisal Report has been prepared by LUC on behalf of South Cambridgeshire District Council and Cambridge City Council (the Councils) as part of the Sustainability Appraisal (incorporating Strategic Environmental Assessment, Health Impact Assessment and Equalities Impact Assessment) of their Local Plan.
- 1.2 This Non-Technical Summary relates to the Greater Cambridge Local Plan Issues and Options document, and it should be read in conjunction with that document as well as the Sustainability Appraisal Report. The Issues and Options consultation is the first stage in the plan-making process, which seeks the opinions of stakeholders and local people as to what the key issues are that the Local Plan should seek to address. Given the broad nature of this consultation, the Sustainability Appraisal Report that this Non-Technical Summary relates to, contains a high level commentary on the sustainability considerations for the Local Plan, in relation to the 'big themes' and spatial options discussed in the Issues and Options document.

The Greater Cambridge Local Plan

- 1.3 South Cambridgeshire District Council and Cambridge City Council previously prepared individual Local Plans. However, the Councils have committed to preparing a joint Local Plan for their combined area, referred to as 'Greater Cambridge'. The existing Local Plans, which will be replaced by the Greater Cambridge Local Plan, were both adopted in 2018 and set out development needs for each area up to 2031.
- 1.4 The decision to produce a joint plan was made so that issues such as infrastructure, economic growth, housing needs and the location of new settlements could be dealt with on the most appropriate scale. The plan period for the Greater Cambridge Local Plan has yet to be decided.

Sustainability Appraisal and Strategic Environmental Assessment

- 1.5 South Cambridgeshire District Council and Cambridge City Council are required by law to carry out both Sustainability Appraisal and Strategic Environmental Assessment of the Greater Cambridge Local Plan. The Councils have appointed LUC to do this on their behalf.
- 1.6 Strategic Environmental Assessment is the process of assessing the likely environmental effects of a plan or programme (such as the Local Plan) and the requirements for this are set out in the Environmental Assessment of Plans and Programmes Regulations 2004 (known as the Strategic Environmental Assessment Regulations). The Government recommends that the requirements for both Sustainability Appraisal and Strategic Environmental Assessment are met through one integrated process, referred to as Sustainability Appraisal.
- 1.7 The Sustainability Appraisal will also include a Health Impact Assessment to determine the impacts of the Local Plan on people's health and well-being, and an Equality Impact Assessment to identify if any groups of people with 'protected characteristics' within Greater Cambridge may be disproportionately affected.
- 1.8 The purpose of Sustainability Appraisal is to promote sustainable development through by better integrating sustainability considerations into the preparation and adoption of plans. It should be viewed as an integral part of good plan making and an ongoing process, involving ongoing iterations to identify and report on the

potential social, economic and environmental effects of the Local Plan and alternatives to the Local Plan to consider how well sustainable development will be achieved.

- 1.9 A brief overview of the stages of Sustainability Appraisal is set out below.

Stage A: Scoping

- 1.10 The Sustainability Appraisal process began in September 2019 with the production of a Scoping Report for the Greater Cambridge Local Plan.
- 1.11 The Scoping stage of the Sustainability Appraisal involves understanding the social, economic and environmental baseline for the plan area as well as the sustainability policy context and key sustainability issues. The Sustainability Appraisal Scoping Report also sets out information about the methodology for this and later stages of the Sustainability Appraisal, including the ‘Sustainability Appraisal Framework’ - the sustainability objectives against which Local Plan options and policies have been appraised. The sustainability objectives making up the Sustainability Appraisal framework are presented in **Table 1**.
- 1.12 The Scoping Report will be consulted upon alongside the Issues and Options document and this Non-Technical Summary and accompanying Sustainability Appraisal Report and comments received will be addressed at the next stage of Sustainability Appraisal.

Table 1: Sustainability Appraisal Framework for the Greater Cambridge Local Plan

Sustainability Appraisal Objective
<p>SA 1: Housing</p> <p>To ensure that everyone has the opportunity to live in a decent, well-designed, sustainably constructed and affordable home.</p>
<p>SA 2: Access to services and facilities</p> <p>To maintain and improve access to centres of services and facilities including health centres and education.</p>
<p>SA 3: Social Inclusion and Equalities</p> <p>To encourage social inclusion, strengthen community cohesion, And advance equality between those who share a protected characteristic (Equality Act 2010) and those who do not.</p>
<p>SA 4: Health</p> <p>To improve public health, safety and wellbeing and reduce health inequalities.</p>
<p>SA 5: Biodiversity and geodiversity</p> <p>To conserve, enhance, restore and connect wildlife, habitats, species and/or sites of biodiversity or geological interest.</p>
<p>SA 6: Landscape and townscape</p> <p>To conserve and enhance the character and distinctiveness of Greater Cambridge’s landscapes and townscapes, maintaining and strengthening local distinctiveness and sense of place.</p>

Sustainability Appraisal Objective

SA 7: Historic Environment

To conserve and/or enhance the qualities, fabric, setting and accessibility of Greater Cambridge's historic environment.

SA 8: Efficient use of land

To make efficient use of Greater Cambridge's land resources through the re-use of previously developed land and conserve its soils.

SA 9: Minerals

To conserve mineral resources in Greater Cambridge.

SA 10: Water

To achieve sustainable water resource management and promote the quality of Greater Cambridge's waters.

SA 11: Adaptation to climate change

To adapt to climate change, including minimising flood risk.

SA 12: Climate change mitigation

To minimise Greater Cambridge's contribution to climate change.

SA 13: Air quality

To limit air pollution in Greater Cambridge and ensure lasting improvements in air quality.

SA 14: Economy

To facilitate a sustainable and growing economy.

SA 15: Employment

To deliver, maintain and enhance access to diverse employment opportunities, to meet both current and future needs in Greater Cambridge.

Stage B: Developing and Refining Options and Assessing Effects

- 1.13 Developing options for a Local Plan is an iterative process undertaken by the local planning authority, usually involving a number of consultations with public and stakeholders. Consultation responses and the Sustainability Appraisal can help to identify where there may be other 'reasonable alternatives' to the options being considered for a plan (e.g. additional or alternative sites that may be suitable for development).
- 1.14 The Sustainability Appraisal can help decision makers by identifying the potential positive and negative sustainability effects of each Local Plan option being considered, and therefore where there are opportunities to enhance positive effects and avoid or reduce negative ones.
- 1.15 However, the Strategic Environmental Assessment and Sustainability Appraisal findings are not the only factors taken into account when determining a preferred option to take forward in a Local Plan. Factors such as public opinion, deliverability, conformity with national policy will also be taken into account by plan-makers when selecting preferred options for their Local Plan.
- 1.16 The Issues and Options document seeks opinions on big themes for the Local Plan, and therefore detailed options have not yet been prepared for assessment. As

such, the Sustainability Appraisal Report provides general commentary on sustainability based on each of the big themes in the Issues and Options report. The spatial options presented in 'Towards a Spatial Plan' chapter have been assessed in more detail. These options are as follows:

- Option 1: Densification.
- Option 2: Edge of Cambridge.
- Option 3: Dispersal: new settlements.
- Option 4: Dispersal: villages.
- Option 5: Public transport corridors.

1.17 A summary of the assessment results is presented below.

Stage C: Preparing the Sustainability Appraisal report

1.18 This Non-Technical Summary summarises the process that has been undertaken to date in carrying out the Sustainability Appraisal of the Greater Cambridge Local Plan. It sets out the findings of the appraisal of options set out in the Issues and Options document.

1.19 As described previously, the nature of the Sustainability Appraisal Report that this Non-Technical Summary accompanies reflects the high-level nature of the Issues and Options document as an early stage in the development of the Local Plan. Once more detailed options have been worked up, these will be subject to Sustainability Appraisal and the results of this will be published in future Sustainability Appraisal Reports.

Stage D: Consultation on the Greater Cambridge Local Plan and Sustainability Appraisal Report

1.20 This document is subject to consultation alongside the Sustainability Appraisal of the Issues and Options document to which it relates, and the Sustainability Appraisal Scoping Report. Comments received will be taken on board and addressed at the next stage of the Sustainability Appraisal process.

Stage E: Monitoring implementation of the Local Plan

1.21 At this early stage in the plan making process, the Councils are seeking views on what issues should be addressed through the Local Plan. Recommendations for monitoring the likely significant social, environmental and economic effects of implementing the Greater Cambridge Local Plan will be included in later stages of the Sustainability Appraisal, once the Local Plan has been drafted.

Appraisal methodology

1.22 The findings of the Sustainability Appraisal are presented as colour coded symbols showing a score for each option against each of the Sustainability Appraisal objectives along with a concise justification for the score given, where appropriate. The use of colour coding and symbols allows for likely significant effects (both positive and negative) to be easily identified, as shown in **Figure 1** below.

Figure 1: Key to symbols and colour coding used in the Sustainability Appraisal of the Greater Cambridge Local Plan

++	Significant positive effect likely
++/-	Mixed significant positive and minor negative effects likely
+	Minor positive effect
+/-	Mixed minor effects likely
-	Minor negative effect likely
-/+	Mixed significant negative and minor positive effects likely
--	Significant negative effect likely
0	Negligible effect likely
?	Likely effect uncertain

- 1.23 Due to the high level nature of options assessed at these stage, all potential effects identified are uncertain. Where this uncertainty is considered to be particularly significant, a question mark is added to the relevant score (e.g. +? or -?) and the score has been colour coded as per the potential positive, negligible or negative effect (e.g. green, blue, orange, etc.).
- 1.24 The likely effects of options need to be determined and their significance assessed, which inevitably requires a series of judgments to be made. The appraisal has attempted to differentiate between the most significant effects and other more minor effects through the use of the symbols shown above. The dividing line in making a decision about the significance of an effect is often quite small. Where either (++) or (--) has been used to distinguish significant effects from more minor effects (+ or -) this is because the effect of an option or policy on the Sustainability Appraisal objective in question is considered to be of such magnitude that it will have a noticeable and measurable effect taking into account other factors that may influence the achievement of that objective. However, scores are relative to the scale of proposals under consideration.

Sustainability Appraisal Findings

- 1.25 The big themes set out in the Issues and Options document discuss a number of ideas that would have positive effects regarding sustainability. However, whether such effects come forward and the significance of these effects depend on the exact policies that come forward in the Local Plan. Given the broad nature of these themes and the fact that they did not present specific options, it was not possible to express clear likely significant effects in line with the symbols and colour-coding presented in **Figure 1** above.

- 1.26 The spatial distribution options have been assessed at a high level against each Sustainability Appraisal objective. However, many of the potential effects identified are dependent on the exact location, layout and design of development. In summary, the Sustainability Appraisal found that:
- Option 1 (Densification) performs well against the Sustainability Appraisal objectives compared with many of the other options, but not against all Sustainability Appraisal objectives.
 - Option 2 (Edge of Cambridge) also performs well against most SA objectives and generally performs better than Options 3, 4 and 5.
 - Option 3 (New settlements) and Option 5 (Transport corridors) perform similarly, although the effects against individual objectives differ.
 - Option 4 (Dispersal: villages) is likely to be the least sustainable option, as it consistently scores poorly against a number of Sustainability Appraisal objectives compared with the alternatives.
- 1.27 In practice, the actual effects are heavily dependent upon the precise location and scale of development, the quality of design and the delivery of supporting infrastructure. Therefore, these high level results need to be treated with a considerable degree of caution.
- 1.28 A summary of how these options performed against each Sustainability Appraisal objective is presented in **Table 2**.

Table 2: Summary of likely effects of the spatial distribution options

Sustainability Appraisal Objective	Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
SA 1: Housing	++/-?	++?	++?	++/-?	++?
SA 2: Access to services	++/-	++/-?	++/-?	+/--	+/-
SA 3: Social inclusion	+	++/-?	++/-?	+/-	+/-
SA 4: Health	++/-	++?	++?	-	+/-
SA 5: Biodiversity and geodiversity	-?	+/--?	+/--?	--?	--?
SA 6: Landscape and townscape	+/-?	--?	+/--?	--?	--?
SA 7: Historic environment	--?	--?	--?	--?	-?

Sustainability Appraisal Objective	Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
SA 8: Land	++	-?	-?	-?	-?
SA 9: Minerals	-?	-?	-?	-?	-?
SA 10: Water	0?	-?	-?	-?	-?
SA 11: Climate change adaptation	-?	-?	-?	-?	-?
SA 12: Climate change mitigation	++	++/-?	+/-	--	++/-?
SA 13: Air quality	++	++/-?	+/-	-	++/-?
SA 14: Economy	+/-?	++/-?	+/-?	+/-?	++/-?
SA 15: Employment	++/-	++/-	+/-?	+/-?	++/-

- 1.29 Option 1 (Densification) is considered to be the most sustainable option, as development would be able to take advantage of the existing infrastructure in the city and would facilitate travel by sustainable modes of transport. However, it is unlikely that this option would be able to meet all of Greater Cambridge's development needs and could still lead to likely significant negative effects, particularly with regards to the historic environment of Cambridge. It would also restrict meeting the economic potential of the Greater Cambridge, if it were unable to meet identified growth needs in full, and would bring limited opportunities for provision of new infrastructure, and therefore may result in capacity issues at existing services and facilities.
- 1.30 Option 2 also performs well as extensions on the edge of Cambridge would provide new services and facilities and would benefit from the existing services, facilities, transport links and employment in Cambridge. However, the range of facilities provided would likely depend on the size of the extension, and smaller extensions could lead to capacity issues at existing services and facilities. Extensions to Cambridge are likely to have significant impacts on the landscape and the historic environment setting of Cambridge, although this depends on the location and design of development. Of critical importance in achieving the sustainability objectives is how new development on the edge of Cambridge integrates with the existing city and with neighbouring communities, in order to become part of the city rather than

separate districts. Genuinely mixed development with clear access by public transport, cycling and walking linked into neighbouring areas would help to achieve this, with green infrastructure and networks playing a key role.

- 1.31 Option 3 performs well against social and economic objectives, as a new settlement is expected to provide new services and facilities. In addition, new settlements provide a greater opportunity to incorporate sustainable design, such as creating walkable neighbourhoods and including district heating systems. Although there is no guarantee best practice would be delivered, the Local Plan could require sustainable design to be incorporated. The new settlements would have to be of sufficient scale to become coherent new communities, with a good range of services and facilities, such as healthcare and a secondary school, as well as to become attractive to business investors in order to provide a range of jobs. New settlements have a longer lead-in time and therefore would be unable to provide new housing and employment earlier on in the plan period. New settlements are also more likely to have environmental impacts, particularly in terms of landscape, as they are necessarily large developments that may be less able to avoid sensitive features. They may also be some distance from the main centre of economic activity, Cambridge, leading to longer journeys for commuters and a temptation to travel by car. However, there is potential for public transport links to be provided as a perquisite to new development.
- 1.32 Whilst Option 4 could help to support local services, the lack of access to services, facilities and jobs in larger settlements is likely to be an issue. It is likely to lead to high levels of car dependency, increasing carbon emissions, and significant expansion of smaller settlements could harm their character and historic assets. As such, it is likely to be the least sustainable option, although it could form a smaller part of the overall strategy.
- 1.33 Option 5 would enable residents and businesses to have good access to services and facilities, whilst providing more opportunity to protect the historic environment of Cambridge. However, there is potential for adverse effects on environmental objectives, depending on where development is located, and it may prove challenging to create distinctive new communities with a sense of place, depending on where particular developments come forward under this option and their relationship to existing communities.
- 1.34 In practice, there are pros and cons with all of the options, and so the challenge for those preparing the Greater Cambridge Local Plan will be to take those aspects from each of the options that perform well against the Sustainability Appraisal objectives to create a coherent spatial strategy that performs well in sustainability terms. The options will need to be developed in more detail, including identification of potential specific locations for development, with a greater understanding of the scale, type and mix of development that can be delivered on site, the identification of the infrastructure requirements required for delivery, and the relationship with existing settlements and networks. The Sustainability Appraisal will be able to assess these options in more detail and with greater certainty helping to lead to the most sustainable strategy overall.

Next steps

- 1.35 The Sustainability Appraisal Report to which this Non-Technical Summary refers will be available for consultation alongside the Issues and Options document. Following

this consultation, the responses received and the findings of the Sustainability Appraisal will be considered and incorporated into the next iteration of the Greater Cambridge Local Plan.

LUC

September 2019

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Greater Cambridge Local Plan

Sustainability Appraisal of Issues and Options

Prepared by LUC
September 2019

Project Title: Greater Cambridge Local Plan SA

Client: South Cambridgeshire District Council and Cambridge City Council

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Greater Cambridge Local Plan

Sustainability Appraisal of Issues and Options

Prepared by LUC
September 2019

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A Non-Technical Summary has been produced and is available as a separate document.

1 Introduction

- 1.1 This Sustainability Appraisal Report has been prepared by LUC on behalf of South Cambridgeshire District Council and Cambridge City Council (the Councils) as part of the Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA)) of their Local Plan.
- 1.2 This report relates to the Greater Cambridge Local Plan Issues and Options document, and it should be read in conjunction with that document. The Issues and Options consultation is the first stage in the plan-making process, which seeks the opinions of stakeholders and local people as to what the key issues are that the Local Plan should seek to address. Given the broad nature of this consultation, this SA Report contains a high level commentary on the sustainability considerations for the Local Plan, in relation to the themes discussed in the Issues and Options document. SA of the more detailed options for the Local Plan will be undertaken as they are developed.

Context for the Greater Cambridge Local Plan

- 1.3 Comprising Cambridge City and South Cambridgeshire District, Greater Cambridge covers approximately 360 square miles, with a total population of 285,000 people across the city. Cambridge City and South Cambridgeshire have a unique relationship, in that South Cambridgeshire entirely surrounds Cambridge City. Greater Cambridge borders Huntingdonshire and East Cambridgeshire to the north; Central Bedfordshire to the west; North Hertfordshire, Uttlesford and Braintree to the south, and to the east, it borders St Edmundsbury in Suffolk.
- 1.4 Whilst Cambridge City is distinctly urban, South Cambridgeshire is a mainly rural district. With Cambourne in the west, Histon to the north and Sawston in the south being the most populated settlements in Greater Cambridge, after Cambridge City.
- 1.5 Cambridge is a city of international importance in terms of its world-class university, research, heritage, culture and science. Cambridge also plays a key functional role in planning terms as the dominant centre in Cambridgeshire and as a main nodal point of the Oxford-Milton Keynes-Cambridge Arc and M11 corridor.
- 1.6 As a prominent hub for research and the dominant centre of Cambridgeshire, Cambridge has strong north-south transport links to London and north Cambridgeshire via train and the M11 corridor. Approximately 23,367 people commute daily from South Cambridgeshire to the city. Whilst South Cambridgeshire currently has limited access to bus services and other more sustainable modes of transport, particularly in the more remote west and eastern parts of Greater Cambridge, the emerging Cambridgeshire and Peterborough Local Transport Plan sets out a number of measures to improve transport links in the area.
- 1.7 Greater Cambridge contains a wealth of historic assets, with over 4,000 listed buildings, 32 conservation areas and 24 registered parks and gardens across Cambridge and South Cambridgeshire. A variety of mineral resources are also

found in the Greater Cambridge Local Plan area, including sand, gravel and chalk. These extensive deposits often occur under high quality agricultural land or in areas valued for their biodiversity and landscapes, such as river valleys.

The new Local Plan

- 1.8 Cambridge City Council and South Cambridgeshire District Council have committed to preparing a joint Local Plan for their combined area, referred to as Greater Cambridge, a strand of work which originated as part of the City Deal agreement with central government established in 2014. The individual Councils both adopted separate Local Plans in September and October respectively in 2018 which set out the development needs of the local authority areas up to 2031.
- 1.9 The adopted Local Plans acknowledged the commitment to an early review of their Local Plans beginning in 2019. This decision to take forward the early review of the Local Plans was made in order to establish what impact the anticipated changed infrastructure and economic growth in the area might have on housing need and other aspects of spatial and transport planning. Further, during Examination of the individual Local Plans, a number of issues were highlighted for specific attention. These related to the assessment of housing needs, progress in delivering the development strategy and in particular the proposed new settlements and provision to meet the requirements of caravan dwellers.
- 1.10 The plan period for the Greater Cambridge Local Plan is yet to be determined, but is likely to cover the period to either 2040 or 2050. It will replace the Cambridge Local Plan (2018) and the South Cambridgeshire Local Plan (2018). The Joint Local Development Scheme 2018 sets out the timetable for plan making, with public consultation on the Issues and Options for the plan in late 2019 and submission to the Secretary of State for examination proposed to be around the end of summer 2022.

Sustainability Appraisal and Strategic Environmental Assessment

- 1.11 Sustainability Appraisal is a statutory requirement of the Planning and Compulsory Purchase Act 2004. It is designed to ensure that the plan preparation process maximises the contribution that a plan makes to sustainable development and minimises any potential adverse impacts. The SA process involves appraising the likely social, environmental and economic effects of the policies and proposals within a plan from the outset of its development.
- 1.12 Strategic Environmental Assessment (SEA) is also a statutory assessment process, required under the SEA Directive¹, transposed in the UK by the SEA Regulations (Statutory Instrument 2004, No 1633). The SEA Regulations require the formal assessment of plans and programmes which are likely to have significant effects on the environment and which set the framework for future consent of projects requiring Environmental Impact Assessment (EIA)². The purpose of SEA, as defined in Article 1 of the SEA Directive is “to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into

¹ SEA Directive 2001/42/EC

² Under EU Directives 85/337/EEC and 97/11/EC concerning EIA.

the preparation and adoption of plans...with a view to promoting sustainable development”.

- 1.13 SEA and SA are separate processes but have similar aims and objectives. Simply put, SEA focuses on the likely environmental effects of a plan whilst SA includes a wider range of considerations, extending to social and economic impacts. National Planning Practice Guidance³ shows how it is possible to satisfy both requirements by undertaking a joint SA/SEA process, and to present an SA Report that incorporates the requirements of the SEA Regulations. The SA/SEA of the Greater Cambridge Local Plan is being undertaken using this integrated approach and throughout this report the abbreviation ‘SA’ should therefore be taken to refer to ‘SA incorporating the requirements of SEA’.
- 1.14 **Table 1.1** below signposts how the requirements of the SEA Regulations have been met within this report.

Table 1.1: Requirements of the SEA Regulations and where these have been addressed in this SA Report

SEA Regulations Requirements	Where covered in this SA Report
Preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated (Reg. 12). The information to be given is (Schedule 2):	
a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes	See Scoping Report.
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	See Scoping Report.
c) The environmental characteristics of areas likely to be significantly affected	See Scoping Report.
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.	See Scoping Report.
e) The environmental protection, objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental, considerations have been taken into account during its preparation	See Scoping Report.

³ <http://planningguidance.planningportal.gov.uk/>

SEA Regulations Requirements	Where covered in this SA Report
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects)	Chapter 3
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	This will be addressed in later iterations of the SA when preferred options have been identified.
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Chapter 2 explains how the Councils identified the themes and spatial strategies considered. No decisions have yet been made with regards to which options are to be taken forward.
i) a description of measures envisaged concerning monitoring in accordance with Reg. 17;	This will be addressed in later iterations of the SA when preferred options have been identified.
j) a non-technical summary of the information provided under the above headings	A separate non-technical summary document is available alongside this document.
The report shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Reg. 12(3))	Addressed throughout this SA Report.
<p>Consultation:</p> <ul style="list-style-type: none"> authorities with environmental responsibility, when deciding on the scope and level of detail of the information which must be included in the environmental report (Reg. 12(5)) 	The SA Scoping Report will be published for consultation alongside this document.

SEA Regulations Requirements	Where covered in this SA Report
<ul style="list-style-type: none"> authorities with environmental responsibility and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Reg. 13) 	<p>This SA Report is being published for consultation alongside the Issues and Options document and the SA Scoping Report.</p>
<ul style="list-style-type: none"> other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Reg. 14). 	<p>N/A</p>
<p>Taking the environmental report and the results of the consultations into account in decision-making (Reg. 16)</p>	
<p>Provision of information on the decision: When the plan or programme is adopted, the public and any countries consulted under Reg. 14 must be informed and the following made available to those so informed:</p> <ul style="list-style-type: none"> the plan or programme as adopted a statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report, the opinions expressed and the results of consultations entered into have been taken into account, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and the measures decided concerning monitoring 	<p>To be addressed after the Local Plan is adopted.</p>
<p>Monitoring of the significant environmental effects of the plan's or programme's implementation (Reg. 17)</p>	<p>To be addressed after the Local Plan is adopted.</p>
<p>Quality assurance: environmental reports should be of a sufficient standard to meet the requirements of the SEA Directive.</p>	<p>This report has been produced in line with current guidance and good practice for SEA/SA and this table demonstrates where the requirements of the SEA Directive have been met.</p>

1.15 As well as incorporating SEA, the SA also incorporates Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA) as set out below.

Health Impact Assessment

1.16 Health Impact Assessment (HIA) aims to ensure that health-related issues are integrated into the plan-making process. HIA of the Greater Cambridge Local Plan

will be carried out and integrated into the SA and will make recommendations for how the health-related impacts of the Local Plan can be optimised as the options are developed into detailed policies.

Equalities Impact Assessment

- 1.17 The requirement to undertake formal Equalities Impact Assessment (EqIA) of plans was introduced in the Equality Act 2010, but was abolished in 2012. Despite this, authorities are still required to have regard to the provisions of the Equality Act, namely the Public Sector Duty which requires public authorities to have due regard for equalities considerations when exercising their functions. The SA will consider whether the Local Plan is likely to disproportionately affect any groups with particular 'protected characteristics' under the Equality Act, as well as whether the Local Plan may disproportionately affect any other groups, such as different socio-economic groups.

Habitats Regulations Assessment

- 1.18 The requirement to undertake Habitats Regulations Assessment (HRA) of development plans was confirmed by the amendments to the Habitats Regulations published for England and Wales in July 2007 and updated in 2010 and again in 2012 and 2017⁴. The Regulations translate Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (Habitats Directive) and 79/409/EEC (Birds Directive) into UK law. The purpose of HRA is to assess the impacts of a land-use plan against the conservation objectives of a European Site and to ascertain whether it would adversely affect the integrity of that site.
- 1.19 The HRA will be undertaken separately but the findings will be taken into account in the SA where relevant (for example to inform judgements about the likely effects of potential development locations on biodiversity).

Structure of this report

- 1.20 This section has introduced the SA process for the Greater Cambridge Local Plan. The remainder of the report is structured into the following sections:
- **Chapter 2: Methodology** describes the approach that is being taken to the SA of the Greater Cambridge Local Plan.
 - **Chapter 3: Sustainability Appraisal Findings** presents the SA findings for the options set out in the Issues and Options document.
 - **Chapter 4: Conclusions** summarises the key findings from the SA of the Issues and Options document and describes the next steps to be undertaken.

⁴ *The Conservation of Habitats and Species Regulations 2017* (Statutory Instrument 2017 No. 1012) consolidate the Conservation of Habitats and Species Regulations 2010 with subsequent amendments.

2 Methodology

- 2.1 In addition to complying with legal requirements, the approach being taken to the SA of the Greater Cambridge Local Plan is based on current best practice and the guidance on SA/SEA set out in the national Planning Practice Guidance, which involves carrying out SA as an integral part of the plan-making process. **Figure 2.1** below sets out the main stages of the plan-making process and shows how these correspond to the SA process.

Figure 2.1: Corresponding stages in plan making and SA

Local Plan Step 1: Evidence Gathering and engagement
SA stages and tasks
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope <ul style="list-style-type: none"> • 1: Identifying other relevant policies, plans and programmes, and sustainability objectives • 2: Collecting baseline information • 3: Identifying sustainability issues and problems • 4: Developing the SA framework • 5: Consulting on the scope of the SA
Local Plan Step 2: Production
SA stages and tasks
Stage B: Developing and refining options and assessing effects <ul style="list-style-type: none"> • 1: Testing the Local Plan objectives against the SA framework • 2: Developing the Local Plan options • 3: Evaluating the effects of the Local Plan • 4: Considering ways of mitigating adverse effects and maximising beneficial effects • 5: Proposing measures to monitor the significant effects of implementing the Local Plan
Stage C: Preparing the Sustainability Appraisal Report <ul style="list-style-type: none"> • 1: Preparing the SA Report
Stage D: Seek representations on the Local Plan and the Sustainability Appraisal Report <ul style="list-style-type: none"> • 1: Public participation on Local Plan and the SA Report • 2(i): Appraising significant changes
Local Plan Step 3: Examination
SA stages and tasks <ul style="list-style-type: none"> • 2(ii): Appraising significant changes resulting from representations
Local Plan Step 4 & 5: Adoption and Monitoring
SA stages and tasks <ul style="list-style-type: none"> • 3: Making decisions and providing information
Stage E: Monitoring the significant effects of implementing the Local Plan <ul style="list-style-type: none"> • 1: Finalising aims and methods for monitoring • 2: Responding to adverse effects

- 2.2 The sections below describe the approach that has been taken to the SA of the Greater Cambridge Local Plan to date and provide information on the subsequent stages of the process.

SA Stage A: Scoping

- 2.3 The SA process began in September 2019 with the production of a Scoping Report for the Greater Cambridge Local Plan.
- 2.4 The Scoping stage of the SA involves understanding the social, economic and environmental baseline for the plan area as well as the sustainability policy context and key sustainability issues. The Scoping Report presented the outputs of the following tasks:
- Policies, plans and programmes of relevance to the Local Plan were identified and the relationships between them and the Local Plan and the SA were considered, enabling any potential synergies to be exploited and any potential inconsistencies and incompatibilities to be identified and addressed.
 - Baseline information was collected on environmental, social and economic issues in Greater Cambridge. This baseline information provides the basis for predicting and monitoring the likely effects of options for policies and site allocations and helps to identify alternative ways of dealing with any adverse effects identified.
 - Key sustainability issues for Greater Cambridge were identified.
 - A Sustainability Appraisal framework was presented, setting out the SA objectives against which options and subsequently policies will be appraised. The SA framework provides a way in which the sustainability impacts of implementing a plan can be described, analysed and compared. It comprises a series of sustainability objectives and associated sub-questions that can be used to 'interrogate' options and draft policies during the plan-making process. During the SA, the performances of the plan options (and later, policies) are assessed against these SA objectives and sub-questions.
- 2.5 The SA Scoping Report also sets out information about the methodology for this and later stages of the SA, including proposed criteria for the appraisal of site options. **Table 2.1** presents the SA framework for the Greater Cambridge Local Plan, which includes 15 SA objectives along with their associated appraisal questions. The table also shows how all of the 'SEA topics' (as listed in Schedule 2 of the SEA Regulations) have been covered by the SA objectives, reflecting the fact that an integrated approach is being taken to the SA and SEA of the Local Plan.
- 2.6 Public and stakeholder participation is an important part of the SA and wider plan-making processes. It helps to ensure that the SA Report is robust and has due regard for all appropriate information that will support the plan in making a contribution to sustainable development. The Scoping Report will be consulted upon alongside the Issues and Options document and this SA Report and comments received will be addressed at the next stage of SA.

Table 2.1: SA Framework for the Greater Cambridge Local Plan

SA Objective	Appraisal questions	Relevant SEA Topics
<p>SA 1: Housing</p> <p>To ensure that everyone has the opportunity to live in a decent, well-designed, sustainably constructed and affordable home.</p>	<p>SA 1.1: Does the Plan provide for the local housing need of Greater Cambridge?</p> <p>SA 1.2: Does the Plan deliver the range of types, tenures that Greater Cambridge needs over the plan period?</p> <p>SA 1.3: Does the Plan increase the supply of affordable homes in both urban and rural areas?</p> <p>SA 1.4: Does the Plan provide for the housing needs of both an ageing and young population based on locational needs?</p> <p>SA 1.5: Does the Plan provide for specialist housing needs, including that of the student population and Gypsies and Travellers?</p>	<p>Population, Human Health and Material Assets</p>
<p>SA 2: Access to services and facilities</p> <p>To maintain and improve access to centres of services and facilities including health centres and education.</p>	<p>SA 2.1: Does the Plan support the existing city, district, local, neighbourhood, rural and minor rural centres?</p> <p>SA 2.2: Does the Plan provide for sufficient local services and facilities to support new and growing communities (e.g. schools, employment training and lifetime learning facilities, health facilities, sport and recreation, accessible green space and services in local centres)?</p> <p>SA 2.3: Does the Plan provide for development within proximity to existing or new services and facilities that are accessible for all?</p>	<p>Population, Human Health and Material Assets</p>
<p>SA 3: Social Inclusion and Equalities</p> <p>To encourage social inclusion, strengthen community cohesion, and advance equality between those who share a</p>	<p>SA 3.1: Does the Plan facilitate the integration of new neighbourhoods with existing neighbourhoods?</p> <p>SA 3.2: Does the Plan promote developments that benefit and are used by existing and new residents in Greater Cambridge, particularly for Greater Cambridge's most deprived areas?</p> <p>SA 3.3: Does the Plan meet the needs of specific groups in Greater</p>	<p>Population, Human Health and Material Assets</p>

SA Objective	Appraisal questions	Relevant SEA Topics
protected characteristic (Equality Act 2010) and those who do not.	<p>Cambridge, including those with protected characteristics and the needs of a growing and ageing population?</p> <p>SA 3.4: Does the Plan promote the vitality and viability of Greater Cambridge's city, district, local, neighbourhood, rural and minor rural centres through social and cultural initiatives?</p> <p>SA 3.5: Does the Plan help to support high levels of pedestrian activity/ outdoor interaction, where people mix?</p> <p>SA 3.6: Does the Plan remove or reduce disadvantages suffered by people due to their protected characteristics?</p>	
<p>SA 4: Health</p> <p>To improve public health, safety and wellbeing and reduce health inequalities.</p>	<p>SA 4.1: Does the Plan promote health and wellbeing and encourage healthy lifestyles by maintaining, connecting, creating and enhancing multifunctional open spaces, green infrastructure, and recreation and sports facilities and by providing access to recreational opportunities in the countryside?</p> <p>SA 4.2 Does the Plan promote healthy lifestyle choices by encouraging and facilitating walking and cycling, including provision of dedicated cycleways, as well as permeable and legible streets?</p> <p>SA 4.3: Does the Plan safeguard human health and well-being by promoting climate change resilience through sustainable siting, design, landscaping and infrastructure, particularly green infrastructure?</p> <p>SA 4.4: Does the Plan provide sufficient access to local health services and facilities (e.g. health centres and hospitals)?</p> <p>SA 4.5: Does the Plan encourage local food growing?</p> <p>SA 4.6: Does the Plan promote mental wellbeing through the design of attractive places and opportunities for social interaction?</p> <p>SA 4.7: Does the Plan promote principles of good urban design to limit the</p>	Population, Human Health and Climatic Factors

SA Objective	Appraisal questions	Relevant SEA Topics
	<p>potential for crime in Greater Cambridge?</p> <p>SA 4.8: Does the Plan contribute to a reduction in the fear of crime?</p>	
<p>SA 5: Biodiversity and geodiversity</p> <p>To conserve, enhance, restore and connect wildlife, habitats, species and/or sites of biodiversity or geological interest.</p>	<p>SA 5.1: Does the Plan avoid adverse effects on internationally and nationally designated biodiversity and geodiversity assets within and outside Greater Cambridge?</p> <p>SA 5.2: Does the Plan avoid adverse effects on locally designated biodiversity and geodiversity assets within and outside Greater Cambridge, including ancient woodland?</p> <p>SA 5.3: Does the Plan seek to protect and enhance ecological networks, including opportunity areas (buffer and stepping stone opportunities) identified through biodiversity opportunity mapping, promoting the achievement of biodiversity net gain, whilst taking into account the impacts of climate change?</p> <p>SA 5.4: Does the Plan provide and manage opportunities for people to come into contact with wildlife whilst encouraging respect for and raising awareness of the sensitivity of biodiversity?</p>	<p>Biodiversity, Flora, Fauna and Human Health</p>
<p>SA 6: Landscape and townscape</p> <p>To conserve and enhance the character and distinctiveness of Greater Cambridge's landscapes and townscapes, maintaining and strengthening local distinctiveness and sense of place.</p>	<p>SA 6.1: Does the Plan protect and enhance Greater Cambridge's sensitive, special landscapes, such as fens, and historic settlements?</p> <p>SA 6.2: Does the Plan protect and enhance Greater Cambridge's natural environment assets (including parks and green spaces, common land, woodland and forest reserves) and public realm?</p> <p>SA 6.3: Does the Plan protect the setting of the city of Cambridge, including key views into and out of the city?</p>	<p>Landscape, Biodiversity, Flora, Fauna and Cultural Heritage</p>
<p>SA 7: Historic environment</p>	<p>SA 7.1: Does the Plan conserve and enhance Greater Cambridge's designated heritage assets, including their setting and their contribution to</p>	<p>Cultural Heritage, Architectural and</p>

SA Objective	Appraisal questions	Relevant SEA Topics
<p>To conserve and/or enhance the qualities, fabric, setting and accessibility of Greater Cambridge's historic environment.</p>	<p>wider local character and distinctiveness?</p> <p>SA 7.2: Does the Plan conserve and enhance Greater Cambridge's non-designated heritage assets, including their setting and their contribution to wider local character and distinctiveness?</p> <p>SA 7.3: Does the Plan safeguard, and where possible enhance, the historic fabric of the city of Cambridge?</p> <p>SA 7.4: Does the Plan provide opportunities for improvements to the conservation, management and enhancement of Greater Cambridge's heritage assets, particularly heritage at risk?</p> <p>SA 7.5: Does the Plan promote access to, as well as enjoyment and understanding of, the local historic environment for Greater Cambridge's residents and visitors?</p>	<p>Archaeological Heritage</p>
<p>SA 8: Efficient use of land</p> <p>To make efficient use of Greater Cambridge's land resources through the re-use of previously developed land and conserve its soils.</p>	<p>SA 8.1: Does the Plan maximise the provision of housing and employment development on previously developed land?</p> <p>SA 8.2: Does the Plan ensure contaminated land is remediated where appropriate?</p> <p>SA 8.3: Does the Plan minimise the loss of best and most versatile agricultural land to development?</p>	<p>Soil and Material Assets</p>
<p>SA 9: Minerals</p> <p>To conserve mineral resources in Greater Cambridge.</p>	<p>SA 9.1 Does the Plan ensure that unnecessary or unjustified sterilisation of mineral resources is prevented?</p>	<p>Material Assets</p>
<p>SA 10: Water</p> <p>To achieve sustainable water resource management and promote the quality of Greater</p>	<p>SA 10.1: Does the Plan seek to improve the water quality of Greater Cambridge's rivers and water bodies?</p> <p>SA 10.2: Does the Plan minimise inappropriate development in Source Protection Zones?</p>	<p>Water, Biodiversity, Fauna and Flora</p>

SA Objective	Appraisal questions	Relevant SEA Topics
Cambridge's waters.	<p>SA 10.3: Does the Plan ensure there is sufficient waste water treatment capacity to accommodate the new development?</p> <p>SA 10.4: Does the Plan promote development which would avoid water pollution due to contaminated runoff from development?</p> <p>SA 10.5: Does the Plan support efficient use of water in new developments, including the recycling of water resources, promoting water stewardship and water sensitive design where appropriate?</p>	
<p>SA 11: Adaptation to climate change</p> <p>To adapt to climate change, including minimising flood risk.</p>	<p>SA 11.1: Does the Plan minimise inappropriate development in areas prone to flood risk and areas prone to increasing flood risk elsewhere, taking into account the impacts of climate change?</p> <p>SA11.2: Does the Plan promote the use of Natural Flood Management schemes, SuDS and flood resilient design?</p> <p>SA11.3: Does the Plan promote design measures in new development and the public realm to respond to weather events arising from climate change, such as heatwaves and intense rainfall?</p> <p>SA 11.4: Does the Plan provide, enhance and retrofit green infrastructure?</p>	Water, Material Assets, Climatic Factors and Human Health
<p>SA 12: Climate change mitigation</p> <p>To minimise Greater Cambridge's contribution to climate change</p>	<p>SA 12.1: Does the Plan promote energy efficient design?</p> <p>SA 12.2: Does the Plan encourage the provision of energy from renewable sources?</p> <p>SA 12.3: Does the Plan promote the use of locally and sustainably sourced, and recycling of, materials in construction and renovation?</p> <p>SA 12.4: Does the Plan support access to public transport provision?</p> <p>SA 12.5: Does the Plan create, maintain and enhance attractive and well-connected networks of public transport and active travel, including walking and cycling?</p>	Air, Human health, air and Climatic factors

SA Objective	Appraisal questions	Relevant SEA Topics
	<p>SA 12.6: Does the Plan support development which is in close proximity to city, district and rural centres, services and facilities, key employment areas and/or public transport nodes, thus reducing the need to travel by car?</p> <p>SA12.7: Does the Plan address congestion hotspots in the road network?</p>	
<p>SA 13: Air quality To limit air pollution in Greater Cambridge and ensure lasting improvements in air quality.</p>	<p>SA 13.1: Does the Plan avoid, minimise and mitigate the effects of poor air quality?</p> <p>SA 13.2: Does the Plan promote more sustainable transport and reduce the need to travel?</p> <p>SA 13.3: Does the Plan contain measures which will help to reduce congestion?</p> <p>SA 13.4: Does the Plan minimise increases in traffic, particularly non-electric vehicles, in Air Quality Management Areas?</p> <p>SA 13.5: Does the Plan facilitate the take up of low / zero emission vehicles?</p>	Air and Human Health
<p>SA 14: Economy To facilitate a sustainable and growing economy.</p>	<p>SA 14.1: Does the Plan provide for an adequate supply of land and the delivery of infrastructure to meet Greater Cambridge's economic and employment needs?</p> <p>SA 14.2: Does the Plan support opportunities for the expansion and diversification of businesses?</p> <p>SA 14.3: Does the Plan provide for start-up businesses and flexible working practices?</p> <p>SA 14.4: Does the Plan support the prosperity and diversification of Greater Cambridge's rural economy?</p> <p>SA 14.5: Does the Plan support stronger links to the wider economy of the Oxford-Cambridge Arc?</p>	Population and Material Assets

SA Objective	Appraisal questions	Relevant SEA Topics
	SA 14.6: Does the Plan support the growth of the knowledge, science, research and high tech sectors?	
<p>SA 15: Employment</p> <p>To deliver, maintain and enhance access to diverse employment opportunities, to meet both current and future needs in Greater Cambridge.</p>	<p>SA 15.1: Does the Plan provide for employment opportunities that are easily accessible, preferably via sustainable modes of transport?</p> <p>SA 15.2: Does the Plan support equality of opportunity for young people and job seekers?</p>	<p>Population and Material Assets</p>

SA Stage B: Developing and refining options and assessing effects

- 2.7 Developing options for a plan is an iterative process, usually involving a number of consultations with the public and stakeholders. Consultation responses and the SA can help to identify where there may be other 'reasonable alternatives' to the options being considered for a plan.
- 2.8 Regulation 12 (2) of the SEA Regulations requires that:
"The (environmental or SA) report must identify, describe and evaluate the likely significant effects on the environment of—
(a) implementing the plan or programme; and
(b) reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme."
- 2.9 Any alternatives considered for the plan need to be 'reasonable'. This implies that alternatives that are not reasonable do not need to be subject to appraisal. Examples of unreasonable alternatives could include policy options that do not meet the objectives of the plan or national policy (e.g. the National Planning Policy Framework) or site options that are unavailable or undeliverable.
- 2.10 The SA findings are not the only factors taken into account when determining a preferred option to take forward in a plan. Indeed, there will often be an equal number of positive or negative effects identified for each option, such that it is not possible to 'rank' them based on sustainability performance in order to select a preferred option. Factors such as public opinion, deliverability and conformity with national policy will also be taken into account by plan-makers when selecting preferred options for their plan.
- 2.11 The big themes set out in the Issues and Options document, and considered in **Chapter 3** of this document, were identified by drawing on views shared in a number of workshops held with community representatives and local organisations in summer 2019, the Councils' priorities set out in the Cambridge City and South Cambridgeshire District corporate plans, and by taking into account national and local planning priorities and requirements.
- 2.12 The spatial strategy options assessed in **Chapter 3** were identified by the Councils as reasonable options drawing upon the development strategy options considered for the Councils' current Local Plans, as well as considering spatial options identified in the recent Cambridgeshire & Peterborough Independent Economic Review and other approaches taken nationally. In the Issues and Options document the Councils recognise that it is likely that the best scenario will involve some growth in all of these locations but in different proportions depending upon the prioritisation of the themes in the plan.

SA Stage C: Preparing the Sustainability Appraisal report

- 2.13 This SA Report describes the process that has been undertaken to date in carrying out the SA of the Greater Cambridge Local Plan. It sets out the findings of the appraisal of options set out in the Issues and Options document. As set out previously, the nature of this SA Report reflects the high-level nature of the Issues and Options document as an early stage in the development of the Local Plan.

Once more detailed options have been worked up, these will be subject to SA and the results of this will be published in future SA Reports.

SA Stage D: Consultation on the Greater Cambridge Local Plan and this SA Report

- 2.14 This document is subject to consultation alongside the Issues and Options document to which it relates and the SA Scoping Report. Comments received will be taken on board and addressed at the next stage of the SA process.

SA Stage E: Monitoring implementation of the Local Plan

- 2.15 At this early stage in the plan making process, the Councils are seeking views on what issues should be addressed through the Local Plan. Recommendations for monitoring the likely significant social, environmental and economic effects of implementing the Greater Cambridge Local Plan will be included in later stages of the SA, once the Local Plan has been drafted.

Appraisal methodology

- 2.16 The findings of the SA are presented as colour coded symbols showing a score for each option against each of the SA objectives along with a concise justification for the score given, where appropriate. The use of colour coding and symbols allows for likely significant effects (both positive and negative) to be easily identified, as shown in **Figure 2.2** below.

Figure 2.2: Key to symbols and colour coding used in the SA of the Greater Cambridge Local Plan

++	Significant positive effect likely
++/-	Mixed significant positive and minor negative effects likely
+	Minor positive effect
+/-	Mixed minor effects likely
-	Minor negative effect likely
-/+	Mixed significant negative and minor positive effects likely
--	Significant negative effect likely
0	Negligible effect likely
?	Likely effect uncertain

- 2.17 Due to the high level nature of options assessed at these stage, all potential effects identified are uncertain. Where this uncertainty is considered to be particularly significant, a question mark is added to the relevant score (e.g. +? or -?) and the score has been colour coded as per the potential positive, negligible or negative effect (e.g. green, blue, orange, etc.).
- 2.18 The likely effects of options and policies need to be determined and their significance assessed, which inevitably requires a series of judgments to be made. The appraisal has attempted to differentiate between the most significant effects and other more minor effects through the use of the symbols shown above. The dividing line in making a decision about the significance of an effect is often quite small. Where either (++) or (--) has been used to distinguish significant effects from more minor effects (+ or -) this is because the effect of an option or policy on the SA objective in question is considered to be of such magnitude that it will have a noticeable and measurable effect taking into account other factors that may influence the achievement of that objective. However, scores are relative to the scale of proposals under consideration.

Difficulties Encountered

- 2.19 It is a requirement of the SEA Regulations that consideration is given to any data limitations or other difficulties that are encountered during the SA process. The majority of the Issues and Options document sets out open-ended questions regarding what the Local Plan should include and allows respondents to rate how important they consider various issues to be, in relation to a number of themes. It is not possible to carry out full SA assessments of such questions, due to the lack of detail and defined options; therefore this document provides an overview of the sustainability considerations for the themes discussed.
- 2.20 The Issues and Options document sets out options for the spatial distribution of development (in the 'Towards a Spatial Plan' section), which allow for some more detailed appraisal. However, these are fairly broad options regarding the spatial distribution of development and do not relate to specific sites or quanta of development. As such, this document has sought to flag up where these options have potential to result in significant effects, but the actual effects will depend on the exact location, layout and design of developments. Once the Councils have identified more detailed site and policy options it will be possible to draw more certain conclusions about their likely sustainability effects.
- 2.21 Because many effects of development are dependent on the exact location, layout and design of development, it may be possible to mitigate some of the effects highlighted in this SA. However, given the inherent uncertainties about these details at this strategic stage of planning and assessment, the SA focuses on identifying potential significant effects of the options considered, whilst making no assumptions about detailed design or mitigation matters.
- 2.22 The SA of the options has been undertaken using available evidence. There may be gaps in this evidence base that, where possible, will be filled as information and data to inform the Local Plan preparation process continues. For example:
- The need for further investment in infrastructure (e.g. transport, water), services and facilities are likely to be identified once options for development are firmed

up, which may address some of the issues identified in the SA at this early stage of the process.

- There could be undiscovered archaeological features at any location within Greater Cambridge. For the purposes of this SA, we have focused on assessing the likely effects of development on known heritage assets, but further archaeological work may be necessary prior to any development in order to avoid loss of archaeological resources.
- The rate at which emissions from private vehicles will change over the course of the plan period as a result of technological improvements cannot be predicted or realistically factored into judgements about air quality.

3 Sustainability Appraisal Findings

- 3.1 This chapter presents the SA findings for the Issues and Options document. Commentary is given on the sustainability considerations for the 'big themes' set out in the document, with consideration of the questions asked in relation to these.
- 3.2 This chapter also sets out the assessment of the spatial distribution options set out in the 'Towards a Spatial Plan' section of the Issues and Options document.

Commentary on 'big themes'

Responding to climate change

- 3.3 The Issues and Options document identifies the following issues under this theme:
 - Mitigating our climate impacts.
 - Adapting to climate change.
- 3.4 Reducing the Greater Cambridge area's contribution to climate change, through mitigating impacts on climate change, including promoting energy efficiency, renewable and low carbon energy generation and encouraging use of sustainable transport, directly addresses SA objective 12: climate change mitigation.
- 3.5 Reducing the need to travel by car and reducing carbon emissions from vehicles is a key way in which carbon emissions can be reduced. This is likely to have knock-on effects in terms of improving air quality, as transport is a key source of air pollutants, having positive effects for SA objective 13: air quality. This is likely to involve planning around sustainable transport links and encouraging walking and cycling, including through ensuring residents can access key services and facilities by walking, cycling or public transport. This will have positive effects for SA objectives 2: access to services and facilities and 4: health. Encouraging travel by sustainable transport could help foster community interaction and ensure less mobile groups, such as the elderly, can access the services and facilities they need. This could have positive implications for SA objective 3: social inclusion and equalities.
- 3.6 This theme also covers adapting to the effects of climate change, such as considering cooling buildings, using water resources efficiently and being prepared for increased flood risk and extreme weather events. These factors contribute positively to SA objective 11: adaptation to climate change. Whilst not mentioned explicitly against this theme, green infrastructure is also a key tool in adapting to climate change (e.g. by reducing the risk of flooding from run-off during extreme rainfall events; the cooling and shading effect of trees during heatwaves).

Increasing biodiversity and green spaces

- 3.7 The Issues and Options document identifies the following issues under this theme:
 - Improving the green infrastructure (GI) network.
 - Achieving biodiversity net gains on future development.

- Tree Cover.

3.8 Improving GI and delivering biodiversity net gain will directly contribute to SA objective 5: biodiversity and geodiversity. A key aspect of GI is that it is multifunctional and can deliver a number of benefits alongside biodiversity benefits. Provision of green space can also provide meeting places and encourage social interactions, benefitting SA objective 3: social inclusion and equalities. The benefits of GI include providing space and encouraging residents to be active, as well as improving mental health and wellbeing of residents, workers and visitors, which will result in positive effects for SA objective 4: health. GI is also a key tool in adapting to climate change, through providing habitat corridors, local cooling and helping to minimise flood risk, thus contributing to SA objective 11: adaptation to climate change. GI can encourage walking and cycling, therefore contributing to SA objectives 12: climate change mitigation and 13: air quality. GI has also been shown to encourage inward investment and attract visitors and a workforce to the area, and improve the health and productivity of the working population, resulting in positive effects against SA objective 14: economy.

Promoting wellbeing and equality

3.9 The Issues and Options document identifies the following issues under this theme:

- Involving communities in planning for their future.
- Creating safe and inclusive communities.
- Supporting healthy lifestyles.
- Promoting equality.
- Improving places.

3.10 This theme directly addresses SA Objective 3: social inclusion and equalities and SA objective 4: health, through considering physical health, inclusivity and community and reducing crime. This theme discusses the need to create a range of homes for all parts of the community, including affordable and specialist housing, which could positively affect SA1: housing. The issues also discuss the importance of inclusiveness, including in terms of being able to access local services and amenities, which could contribute positively to SA objective 2: access to services and facilities. The document suggests that air quality could be tackled by encouraging travel by sustainable modes of transport, including walking, cycling, public transport and electric vehicles, which would also encourage active lifestyles and reduce carbon emissions, leading to positive effects on SA objectives 4: health and 12: climate change mitigation. Access to a diverse range of jobs and training is discussed under this theme, which could support individuals and the economy as a whole, leading to positive effects on SA objectives 14: economy and 15: employment.

Delivering quality places

3.11 The Issues and Options document identifies the following issues under this theme:

- Protecting the best of what already exists.
- Creating beautiful new buildings and places.

3.12 Addressing these issues will have positive effects for the environmental SA objectives, particularly in terms of conserving and enhancing the landscape,

townscape, and historic environment, leading to positive effects on SA objectives 6: landscape and townscape and 7: historic environment. The document also recognises the need to promote biodiversity and adapt to climate change, leading to positive effects on 5: biodiversity and geodiversity and SA objective 11: adaptation to climate change.

- 3.13 Whilst not explicitly mentioned under this issue, efficient use of land could minimise development that would sterilise mineral resources, leading to positive effects on SA objective 9: minerals, as well as minimise the loss of best and most versatile agricultural land. Improving environmental quality through good design could also be linked to sustainable water management and encouraging walking and cycling, leading to positive effects on SA objective 4: health, SA objective 10: water, SA objective 12: climate change mitigation and SA objective 13: air quality.

Jobs

- 3.14 The Issues and Options document identifies the following issues under this theme:

- Forecasted jobs growth.
- Space for businesses to grow.
- Protecting existing employment land
- Creating a range of jobs.
- Where jobs are created.
- How our city, town and village centres evolve and adapt.
- Managing the visitor economy.

- 3.15 This theme directly addresses SA objectives 14: economy and 15: employment. Supporting a range of business types and sizes, and therefore an associated range of employment opportunities, across a range of sectors, and supporting more flexible working, would have positive implications for SA objective 3: social inclusion. Flexible working could make it easier for less mobile people or those with other specialist requirements, such as those with disabilities, expectant mothers and parents, to access work. Supporting a range of businesses and employment opportunities could help to minimise in- and out-commuting, as residents may be more likely to find a suitable job in the local area. This could support SA objectives 12: climate change mitigation and 13: air quality, although this depends on the location of homes and jobs in relation to each other and sustainable transport links.

- 3.16 Supporting city, town and village centres would not only help to boost the economy but could help to ensure people can access services and facilities, therefore contributing towards SA objective 2: access to services and facilities. More flexibility may also allow people to meet more of their needs in these centres, therefore reducing the number of trips they need to make to fulfil such needs. This, and a focus on public realm, could also encourage more social interaction (SA objective 3: social inclusion). The Issues and Options document also discusses the possibility of providing more workspace in smaller centres, thereby reducing the need to travel, which would help to reduce emissions of greenhouse gases and air pollutants, contributing positively to SA objectives 12: climate change mitigation and 13: air quality. The location of new employment opportunities and their relationship to sustainable transport links will be an important consideration for SA objectives 12: climate change mitigation, and 13: air quality.

3.17 With regards to managing the visitor economy, the plan needs to balance the economic and employment benefits of tourism (SA objectives 14: economy, and 15: employment); whilst ensuring development of visitor facilities, such as hotels, does not harm the landscape, townscape and historic environment (SA objectives 6: landscape and townscape, and 7: historic environment) and that a sense of community can be retained (SA objective 3: social inclusion). It is also important to encourage sustainable tourism and try to manage emissions of greenhouse gases and air pollutants that may result from people travelling to the plan area for tourism (SA objectives 12: climate change mitigation, and 13: air quality). Many effects will depend on the location of employment land. In general, allocating higher levels of employment land is more likely to have negative effects on environmental objectives where this leads to increased travel and land take, but positive impacts on social and economic factors.

Homes

3.18 The Issues and Options document identifies the following issues under this theme:

- The need for new homes.
- Affordable homes.
- Diverse housing for diverse communities.
- The needs of Gypsies and Travellers and caravan dwellers.
- Housing quality.
- Supporting villages.

3.19 This theme directly addresses SA objective 1: housing, including taking account of the range of housing types and tenures, including specialist housing, required. Delivering the right numbers of homes and in the right locations can support the economy both by housing the workforce and by boosting spending in the local area, as well as supporting the vibrancy and vitality of centres and neighbourhoods, therefore having positive implications for SA objective 14: economy. Providing homes in central, well-connected areas can also help to ensure residents can access key services and facilities, as well as encouraging access to these by walking and cycling. Co-ordinating economic and housing growth, including considering the needs of people who work from home, could result in people working more locally and reducing in- and out-commuting, leading to reductions in emissions of greenhouse gases and air pollutants. As such, positive effects would be expected for SA objectives 2: access to services and facilities, 4: health, 12: climate change mitigation and 13: air quality. However, this is dependent on the location of housing and employment in relation to each other and in relation to sustainable transport links.

3.20 Providing a diverse range of housing for all parts of the community would contribute positively to SA objective 3: social inclusion. Furthermore, provision of diverse, specialist housing and self-build plots could help to reduce inequalities by ensuring everyone has access to suitable housing, including the elderly, disabled and Gypsies and Travellers.

3.21 Ensuring that houses are safe and well designed, as well as promoting accessibility and adaptability is expected to contribute to both physical health and mental wellbeing in making sure people feel secure in their homes, leading to further positive effects on SA objective 4: health.

- 3.22 A more flexible approach to development in villages could help to boost the vitality and viability of these settlements, providing better access to services and facilities (SA objective 2). Implications for other objectives are more dependent on how such flexibility would come forward. For example, a more flexible approach could bring life to the local community, contributing positively to SA objective 3: social inclusion and equalities, although rapid. Large-scale growth could lead to a disconnect between old and new residents. Greater levels of growth in the villages, without sufficient improvements in public transport, could lead to increases in car travel and associated increased in greenhouse gas emissions and air pollutants, resulting in negative effects on SA objectives 12: climate change mitigation and 13: air quality.
- 3.23 Many effects will depend on the location of new housing. In general, allocating higher levels of housing is more likely to have negative effects on environmental objectives, where this leads to increased travel and land take, but positive impacts on social and economic factors.

Infrastructure

- 3.24 The Issues and Options document identifies the following issues under this theme:
- Securing new infrastructure to accompany growth.
 - Reducing the need to travel and delivering sustainable transport opportunities.
- 3.25 Ensuring sufficient infrastructure is provided to support growth could contribute positively towards SA objective 2: access to services. Providing sufficient transport infrastructure, community facilities and allowing people to connect via superfast broadband and mobile phone coverage could help to promote social inclusion and improve equalities, particularly for the less mobile, such as elderly and disabled people. This could have a positive effect on SA objective 3: social inclusion.
- 3.26 Promoting sustainable transport networks, including walking and cycling, could encourage people in the area to be more active and would also help to reduce emissions of greenhouse gases and air pollutants from transport, having positive effects on SA objective 4: health, 12: climate change mitigation and 13: air quality. In addition, improved communications infrastructure could enable more efficient and flexible working, including working from home, which could contribute to a reduction in traffic, as well as encouraging new businesses into the area, resulting in positive effects with regards to SA objectives 14: economy and 15: employment.
- 3.27 When planning for utilities infrastructure, the Local Plan should consider how to minimise increased demand for water and work with utilities companies to ensure water resources are sustainably managed (SA objective 10: water).

Spatial distribution options

- 3.28 The Issues and Options document presents the following spatial distribution options:
- Option 1: Densification.
 - Option 2: Edge of Cambridge.
 - Option 3: Dispersal: new settlements.
 - Option 4: Dispersal: villages.
 - Option 5: Public transport corridors.

- 3.29 The Issues and Options document suggests that more than one of these options could be taken forward. However, as this is uncertain, each has been appraised on its own merits, against each SA objective.
- 3.30 The assessments below consider both the principle of focusing growth at each particular option and, where appropriate the implication of possible locations coming forward under that option. In order to be precautionary, any potential effects that could arise at particular locations where development could come forward under an option have influenced the overall likely effect recorded.

SA Objective 1: To ensure that everyone has the opportunity to live in a decent, well-designed, sustainably constructed and affordable home

Likely effect				
Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
++/-?	++?	++?	++/-?	++?

- 3.31 Option 1 would result in an increase in the density of development, particularly within Cambridge, where demand is high – especially from young professionals. This could involve the development of taller buildings, as well as the development of underused land or possibly open space. However, this may result in a high proportion of flats and therefore may not provide as large a range of housing types. In isolation, this option may not be able to provide sufficient housing, due to the limited amount of space available within Cambridge; therefore for a mixed significant positive and minor negative effect is recognised but uncertain.
- 3.32 The remaining options would also result in an increase in housing provision but would be less constrained than Option 1 by the amount of space available. Options 2 and 3 could result in a lower level of affordable housing provision due to the costs required to deliver upfront infrastructure. In addition, Option 3 proposes the development of new settlements, which are likely to have a long lead-in time. Option 4 may be less likely to deliver affordable housing because of the smaller scale of the schemes involved affecting viability, although this depends on the size of any particular developments coming forward under this option, as mid-sized schemes are often more able to provide affordable housing.
- 3.33 Overall, all options are likely to have a significant positive effect on this objective. However, the likely effect for Options 1 and 3 is recorded as uncertain, and the significant positive effect for Option 4 is accompanied by a minor negative effect.

SA Objective 2: To maintain and improve access to centres of services and facilities including health centres and education

Likely effect				
Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
++/-	++/-?	++/-?	+/--	+/-

- 3.34 Option 1 would result in an increase in the density of development, particularly within Cambridge. There are already a large number of services and facilities in Cambridge; therefore new development is more likely to be in close proximity to these. However, an increase in the density of the city could place increased strain and pressure on these services and facilities, as they may not have capacity to accommodate the additional growth, reducing people's overall accessibility to them. Option 1 is therefore expected to have a mixed significant positive and minor negative effect against this objective.
- 3.35 Option 2 would see the creation of new homes and jobs in extensions on the edge of Cambridge, which is likely to result in provision of new services and facilities, although the range of services and facilities provided at particular development locations will likely depend on the size of the extension. Smaller extensions may provide a more limited range of services and would benefit from existing services and facilities in the city, but, as with Option 1, could lead to existing facilities become over-capacity, or may not be well located to existing services and facilities. As such, Option 2 is expected to have a mixed significant positive and minor negative effect with uncertainty.
- 3.36 The creation of new settlements as set out in Option 3 provides an opportunity for significant new infrastructure to be delivered, such as schools, health facilities, local centres and green spaces, but it would be starting from scratch. The creation of new settlements would also likely require supporting transport infrastructure that connected it to Cambridge, which would require large-scale investment and time to implement. Phasing of the delivery of services and facilities would require significant up-front investment if they are to meet the needs of residents in the early years of development, which could lead to challenges in terms of deliverability. Overall, Option 3 is likely to have a significant positive and minor negative effect but with uncertainty.
- 3.37 Option 4 would result in an increase in development at villages across Greater Cambridge. This increase would support existing services and facilities at these villages, but could also place increased pressure on them, as they may not have capacity to accommodate the additional growth, reducing people's overall accessibility to them in the long-run. Indeed, villages are likely to have a more limited range of facilities than the city centre or new settlements. Therefore, Option 4 is expected to have a mixed minor positive and significant negative effect against this objective.
- 3.38 Option 5 would result in development along key public transport corridors. This development could have good access to services and facilities elsewhere, due to their proximity to public transport hubs. There is a risk that this option could lead to

dispersed services and facilities along the public transport corridors, or services and facilities that are not within easy walking distance. Therefore, Option 5 is expected to have a mixed minor positive and minor negative effect against this objective.

SA Objective 3: To encourage social inclusion, strengthen community cohesion, and advance equality between those who share a protected characteristic (Equality Act 2010) and those who do not

Likely effect				
Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
+	++/-?	++/-?	+/-	+/-

- 3.39 Option 1 would result in an increase in the density of development in Cambridge, and therefore an increase in population. Residents would have good access to services and facilities, which would improve equalities by benefitting those with protected characteristics (Equality Act 2010), particularly those who are less mobile, such as the elderly or disabled, and could strengthen inclusivity and community cohesion. Therefore, Option 1 is expected to have a minor positive effect against this objective.
- 3.40 Both Options 2 and 3 could see the creation of new infrastructure, such as schools, local centres and green spaces, which could act as a focal point of community life. However, with regard to Option 2, the range of services and facilities provided at particular development locations will likely depend on the size of the extension. Although an urban extension can achieve its own sense of place, integration with the existing urban areas and communities will be important if negative effects on existing communities are to be avoided. With respect to new settlements, it can take many years for their delivery and to achieve a scale and critical mass that generate a strong sense of community. They involve building new communities from scratch which can prove challenging and cohesiveness can depend upon both the quality and design of development, and its delivery to schedule. Overall, both options are likely to have a mixed significant positive effect with uncertain minor negative effects.
- 3.41 Option 4 would result in an increase in development at villages across Greater Cambridge, which could help support the vitality and viability of these villages and help to support community cohesion. However, more dispersed development could place increasing pressure on existing services and facilities within these villages if sufficient investment to maintain and improve them is not forthcoming. Therefore, Option 4 is likely to have a mixed minor positive and minor negative effect against this objective.
- 3.42 An increase in development along key public transport corridors with good access to Cambridge as set out in Option 5 may benefit those who are less mobile, with a positive effect on inclusivity. However, it may be more challenging for development along public transport corridors to achieve a coherent sense of community and place, depending upon where particular developments come forward under this option and their relationship to existing communities. Therefore, Option 5 is considered to have mixed minor positive and minor negative effects.

SA Objective 4: To improve public health, safety and wellbeing and reduce health inequalities

Likely effect				
Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
++/-	++?	++?	-	+/-

- 3.43 Option 1 would result in an increase in the density of development in Cambridge, and therefore an increase in population. As such, it is likely that a large number of people would be living within close proximity to their workplace, as well as a range of local amenities. This would encourage active travel through walking and cycling. It is also likely that a greater number of people would be located within close proximity to primary health care facilities but with an increase in population, it is possible that these services could be over-capacity and would therefore require further investment. Furthermore, large parts of Cambridge City Centre are an AQMA and therefore poor air quality could have an adverse effect on people's health. Focusing growth in the city may help minimise further deterioration in air quality by facilitating sustainable travel. If this option led to the loss of any open space to development or a lack of both private and public space more generally, it could affect people's mental well-being if not carefully designed. Therefore, Option 1 is expected to have a mixed significant positive and minor negative effect against this objective.
- 3.44 Both Options 2 and 3 could see the creation of new on-site infrastructure, such as open space and a GP surgery, with positive effects on public health. However, with regard to Option 2, the range of services and facilities provided at particular development locations will likely depend on the size of the extension. In addition, larger developments have more scope to be designed in a way that encourages walking and cycling. However, new healthcare facilities may only be provided when the population reaches a certain size, which could in particular be a challenge for new settlements that are some distance from existing healthcare provision. Overall, both options are expected to have a significant positive effect on this objective but with uncertainty.
- 3.45 Option 4 would result in an increase in development at villages across Greater Cambridge, which would place increasing pressure on existing services, such as primary health care. Furthermore, villages are likely to have a more limited range of amenities. It is likely that residents would need to drive to most places meaning less active travel. A minor negative effect is therefore expected.
- 3.46 Option 5 would result in an increase in development along and around key public transport corridors and hubs. It's therefore likely that people would have good access to primary health care facilities, depending upon their location, but these may not be within walking and cycling distance and therefore would not encourage active travel. Depending on the scale of development, it may be more challenging to design in healthy behaviours, such as integrated open space and green infrastructure. Under this option, development would be in close proximity to public transport links, which could help to reduce emissions of air pollutants from private

vehicles. Option 5 is expected to have a mixed minor positive and minor negative effect on this objective.

SA Objective 5: To conserve, enhance, restore and connect wildlife, habitats, species and/or sites of biodiversity or geological interest

Likely effect				
Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
-?	+/--?	+/--?	--?	--?

- 3.47 Option 1 would result in an increase in the density of development in Cambridge, a large proportion of which would be located on brownfield land or redevelopment of existing built-up sites. Cambridge contains a large number of designated biodiversity sites, and whilst it is unlikely that development would be permitted on these sites, focusing development in the city could affect the network of green spaces important for wildlife, habitats and species, particularly if multiple sites come forward in proximity to areas of biodiversity value. In addition brownfield land can sometimes contain ecological interest. Therefore, Option 1 is expected to have a minor negative but uncertain effect against this objective.
- 3.48 Option 2 would result in development around the edge of Cambridge. The edge of Cambridge contains a small number of Sites of Special Scientific Interest and Local Nature Reserves, as well as many Priority Habitats and biodiversity opportunity areas. It is therefore possible that individual developments would take place at or within close proximity to these biodiversity assets. However, there may be opportunities to design in green infrastructure, incorporating ecological networks, particularly at larger extensions. Therefore, Option 2 is expected to have a mixed minor positive and significant negative but uncertain effect.
- 3.49 The location of any new settlements that could come through Option 3 is uncertain. However, it is very likely that this option will lead to development on greenfield land. Greater Cambridge contains a large number of designated and non-designated habitats and it is therefore possible that a new settlement could take place at or within close proximity to these biodiversity assets. However, greenfield sites are not always of particular ecological value, and the more sensitive ecological locations could be avoided. However, designing a new settlement from scratch means that and green infrastructure incorporating ecological networks can be designed into the development. Therefore, Option 3 is expected to have a mixed significant negative and minor positive effect but with uncertainty.
- 3.50 Option 4 would result in an increase in development at villages across Greater Cambridge, whilst Option 5 focuses development along key public transport corridors and hubs. As the villages and transport corridors across Greater Cambridge contain or are located within close proximity to designated and non-designated biodiversity assets, and contain greenfield land, particular developments coming forward under this option could lead to loss of biodiversity. It may also be more challenging to deliver integrated ecological networks as part of individual development proposals. Options 4 and 5 are expected to have a significant negative but uncertain effect.

SA Objective 6: To conserve and enhance the character and distinctiveness of Greater Cambridge’s landscapes and townscapes, maintaining and strengthening local distinctiveness and sense of place

Likely effect				
Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
+/-?	--?	+/--?	--?	--?

- 3.51 Option 1 would result in an increase in the density of development in Cambridge, which could have an adverse effect on the townscape. However, it is highly unlikely that development would take place on landscape features present within the city (e.g. valued parks and green spaces). Option 1 could involve the development of taller buildings within Cambridge, which could be out of character with the historic core of the city and affect views and vistas within the urban area, although it is recognised that not all individual developments within Cambridge would necessarily have a negative impact. For example, renewal of some locations, away from the city centre itself, may lead to townscape improvements. Focusing development within Cambridge could protect sensitive landscapes located on its outskirts. A mixed minor positive and minor negative but uncertain effect is expected against this objective. However, the effect is recorded as uncertain because the actual effect will depend on the final location, design, scale and layout of development.
- 3.52 Option 2 would result in development around the edge of Cambridge, which could have an adverse effect on views into and out of the city. Whilst such development would extend an already established urban area rather than introducing new urban development into a predominantly rural location, urban extensions could have significant impacts on the setting of Cambridge, therefore a significant negative effect is expected. However, this effect is recorded as uncertain because the actual effect will depend on the final location, design, scale and layout of the proposed development.
- 3.53 The location of any new settlements that could come forward through Options 3 is uncertain. However, a new settlement has the potential to have a major impact on the landscape due to its size, wherever it is located as it would be introducing urban development into a predominantly rural location. As any new settlement would be located outside of Cambridge, this could help to protect the setting of Cambridge by directing development away from its edge, and the effect on the location will depend upon how sensitively the new settlement is designed. Option 3 is expected to have a mixed significant negative and minor positive effect with uncertainty on this objective.
- 3.54 Option 4 would result in an increase in development at villages across Greater Cambridge. The expansion of these villages could therefore have an adverse effect on the open countryside and landscape surrounding these villages, as well as village character, particularly in a large amount of dispersed development is required. A significant negative but uncertain effect is expected because the actual effect will depend on the final design, scale and layout of the proposed development.

3.55 Option 5 focuses development along key public transport corridors and hubs through the expansion or intensification of existing settlements, or through more new settlements. This could also have an adverse effect on the landscape surrounding these areas. If this option led to a string of development along key public transport corridors, which was not done in a sensitive way, it could significantly extend a sense of urbanisation into the more rural parts of Greater Cambridge as these routes are the ones that people would travel through most often. A significant negative but uncertain effect is expected because the actual effect will depend on the final location, design, scale and layout of the proposed development.

SA Objective 7: To conserve and/or enhance the qualities, fabric, setting and accessibility of Greater Cambridge’s historic environment

Likely effect				
Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
--?	--?	--?	--?	-?

3.56 Option 1 would result in an increase in the density of development in Cambridge, which could have an adverse effect on the historic environment. Cambridge contains a high number of listed buildings, as well as a number of scheduled monuments and registered parks and gardens, particularly associated with the University. Much of the city is designated as a conservation area. Therefore, Option 1 as a focus for development is expected to have a significant negative effect, although this is uncertain as it depends on the individual site. The effect is recorded as uncertain because the actual effect will depend on the final location, design, scale and layout of the proposed development.

3.57 Option 2 would result in development around the edge of Cambridge, which could have an adverse effect on the setting of the historic city of Cambridge. Many of Cambridge’s designated historic assets are located within the city centre, although development on the edge of the city could affect views in and out of the city and would also be likely to affect the setting of the historic city. Overall, a significant negative effect is expected. The effect is recorded as uncertain because the actual effect will depend on the location of development, as well as its final design, scale and layout.

3.58 The location of any new settlements that could come through Option 3 is uncertain. However, there are a number of listed buildings, scheduled monuments, registered parks and gardens and conservation areas across Greater Cambridge. Due to the large number of heritage assets across Greater Cambridge, it is likely that a new settlement may be developed within an area that contains or is located within close proximity to various historic assets, which are currently in predominantly more rural locations with more extensive settings. Therefore, Option 3 is expected to have a significant negative effect. The effect is recorded as uncertain because the actual effect will depend on the location of development, as well as its final design, scale and layout, which may provide opportunities to avoid significant impacts.

- 3.59 Option 4 would result in an increase in development at villages across Greater Cambridge, many of which are conservation areas, contain listed buildings or are located within close proximity to listed buildings, scheduled monuments and registered parks and gardens. Option 4 is therefore expected to have a significant negative effect. The effect is recorded as uncertain because the actual effect will depend on which villages development is located, as well as the final design, scale and layout of development.
- 3.60 Option 5 focuses development along key public transport corridors and hubs through the expansion or intensification of existing settlements, or through more new settlements. Due to the fact there are a number of listed buildings, scheduled monuments and registered parks and gardens across Greater Cambridge, it is possible that development could be located within close proximity to one or more such assets, although these may already be affected by existing public transport infrastructure and development. Option 5 is therefore expected to have a minor negative effect. The effect is recorded as uncertain because the actual effect will depend on the location of development, as well as its final design, scale and layout.

SA Objective 8: To make efficient use of Greater Cambridge's land resources through the re-use of previously developed land and conserve its soils

Likely effect				
Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
++	-?	-?	-?	-?

- 3.61 Option 1 would result in an increase in the density of development in Cambridge, almost all of which would be located on brownfield land or the redevelopment of existing urban uses. Therefore, Option 1 is expected to have a significant positive effect against this objective.
- 3.62 Options 2, 3, 4 and 5 would be likely to result in substantial development of greenfield land. Lastly, a large part of South Cambridgeshire consists of Grades 1, 2 and 3 agricultural land; therefore options 2, 3, 4 and 5 are likely to lead to at least some loss of this.
- 3.63 Overall, Options 2, 3, 4 and 5 are expected to have a minor negative but uncertain effect.

SA Objective 9: To conserve mineral resources in Greater Cambridge

Likely effect				
Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
-?	-?	-?	-?	-?

3.64 Cambridge contains a small number of Minerals Safeguarding Areas, outside of the city centre. It's therefore possible that particular developments coming forward under Option 1 could take place within these Minerals Safeguarding Areas. No Minerals Consultation Areas are located within Cambridge. Therefore, Option 1 is expected to have a minor negative, but uncertain, effect.

3.65 There are a small number of Minerals Safeguarding Areas and Minerals Consultation Areas around Cambridge. It is therefore possible that particular development locations coming forward through Option 2 could take place within these Minerals Safeguarding Areas and Minerals Consultation Areas. Option 2 is therefore expected to have a minor negative but uncertain effect.

3.66 A small number of Minerals Safeguarding Areas and Minerals Consultation Areas are located outside of Cambridge. Due to the large proportion of the plan area that is not designated as a Minerals Safeguarding Area or Minerals Consultation Area, it is possible that a new settlement could avoid any effects on these, although this depends on the location of any particular developments that come forward. Therefore, a minor negative but uncertain effect is expected for this objective.

3.67 Option 4 proposes an increase in development at villages across Greater Cambridge. There are also some Minerals Safeguarding Areas and Minerals Consultation Areas located across the area, which could be affected by development under this option, although this depends on the location of any particular developments that come forward. Option 4 is expected to have a minor negative but uncertain effect.

3.68 Option 5 proposes development along or around key public transport corridors and hubs through the expansion or intensification of existing settlements, or through more new settlements. There are a small number of Minerals Safeguarding Areas and Minerals Consultation Areas located along existing and proposed key transport corridors), which could be affected by development under this option, although this depends on the location of any particular developments that come forward; a minor negative but uncertain effect is likely.

SA Objective 10: To achieve sustainable water resource management and promote the quality of Greater Cambridge's waters

Likely effect				
Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
0?	-?	-?	-?	-?

- 3.69 At this stage of the SA process, and given the high level of the options, it is not possible to distinguish between the options with respect to water resources and waste water treatment capacity. Therefore, the SA focuses on the potential effects on Source Protection Zones only.
- 3.70 Cambridge contains two Source Protection Zones (SPZs 1 and 2) by The Leys School. However, due to the fact that built development is already present at these SPZs; it's unlikely that any development coming forward under Option 1 would take place here. Option 1 is expected to have a negligible but uncertain effect against this objective.
- 3.71 Although there are many areas around the edge of the city that do not fall within an SPZ, there are some SPZs located on the edge of Cambridge, particularly to the south east, which could be affected if development comes forward in this area . Therefore, Option 2 is expected to have a minor negative, but uncertain, effect against this objective.
- 3.72 The location of any new settlement that could come through under Option 3 is uncertain. However, there are a number of SPZs located across Greater Cambridge, especially in the south east. It's therefore possible that, depending on where any particular new settlement is located, it could fall within an SPZ. Option 3 is expected to have a minor negative but uncertain effect against this objective.
- 3.73 Option 4 proposes an increase in development at villages across Greater Cambridge. However, it is unknown which villages will receive this additional development. Due to the fact there are a number of SPZs located across Greater Cambridge, it's possible that particular developments coming forward under Option 4 could fall within one. Option 4 is expected to have a minor negative but uncertain effect against this objective.
- 3.74 Option 5 proposes development along key public transport corridors and hubs through the expansion or intensification of existing settlements, or through more new settlements. Due to the fact there are number of SPZs located across Greater Cambridge, it's possible that particular developments coming forward under Option 5 could fall within one. Option 5 is expected to have a minor negative but uncertain effect against this objective.

SA Objective 11: To adapt to climate change, including minimising flood risk

Likely effect				
Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
-?	-?	-?	-?	-?

- 3.75 Cambridge contains a number of areas that fall within Flood Zones 2 and 3. This is due to the fact the River Cam runs through the city. Therefore, development in Cambridge could fall within Flood Zones 2 or 3, which are at a higher risk of flooding, although Cambridge has high levels of surface water flood risk. Furthermore, an increase in housing development in Cambridge could reduce the amount of permeable surfaces available to absorb rainwater, if it leads to an increase in impermeable surfaces, therefore contributing towards flood risk. It should be noted that the NPPF discourages the development of housing within areas at the highest risk of flooding. Therefore overall, Option 1 is expected to have a minor negative uncertain effect for this objective.
- 3.76 The edge of Cambridge does not contain many areas that fall within Flood Zones 2 or 3, although there are areas identified as being at risk of surface water flooding. However, there is still a possibility that the development proposed by Option 2 could fall within Flood Zones 2 and 3. Option 2 is expected to have a minor negative, but uncertain, effect against this objective.
- 3.77 The location of any new settlements coming forward through Options 3 is uncertain. It is therefore possible that it could fall within an area of high flood risk. As with Option 2, a minor negative but uncertain effect is expected against this objective.
- 3.78 Option 4 proposes an increase in development at villages across Greater Cambridge, whilst Option 5 focuses development along key public transport corridors and hubs. It is therefore possible that particular developments coming forward under these two options could fall within an area of high flood risk. Options 4 and 5 are expected to a minor negative but uncertain effect against this objective.
- 3.79 All effects are recorded as uncertain, as development may be able to incorporate surface water management measures, such as sustainable drainage systems (SuDS), to address existing flood risk as well as that generated by development.

SA Objective 12: To minimise Greater Cambridge's contribution to climate change

Likely effect				
Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
++	++/-?	+/-	--	++/-?

- 3.80 Option 1 would result in an increase in the density of development within Cambridge, and therefore an increase in population. As such, it's likely that a large number of people would be living within close proximity to their workplace, as a high

proportion of people living in Cambridge also work there⁵, as well as a range of local amenities. This would encourage walking and cycling, whilst also reducing everyday reliance on the private car. This would reduce the amount of CO₂ emissions from transport, therefore reducing the area's overall contribution to climate change. Therefore, Option 1 is expected to have a significant positive effect.

- 3.81 Option 2 could see the creation of new on-site infrastructure, such as schools and local centres, which could reduce the need for people to travel elsewhere to find these amenities. However, the range of services and facilities provided at particular development locations will likely depend on the size of the extension. Larger urban extensions would likely provide a greater range of new services and could have greater potential to incorporate low-carbon and energy efficient design, such as district heating networks. Smaller extensions are less likely to have these benefits. Edge of Cambridge locations are likely to have access to existing sustainable transport links into the city, or be within cycling distance, although the need to travel could be reduced if extensions provide services and employment opportunities. It is notable that commuting patterns for edge of Cambridge locations tend to be focused on destinations within the city and have relatively high proportions travelling by more sustainable modes of transport. However, development at edge of city locations is still likely to generate car use. Therefore, Option 2 is expected to have a mixed significant positive and minor negative effect with uncertainty on this SA objective.
- 3.82 Option 3 could also see the creation of new on-site infrastructure, such as schools and local centres, which could reduce the need for people to travel elsewhere to find these amenities, depending upon the size of development – new settlements would have to be large scale to incorporate a full range. Larger new settlements could have greater potential to incorporate low-carbon and energy efficient design, such as district heating networks. A number of people from Greater Cambridge and beyond commute into Cambridge for work. The extent of employment provision in new settlements under Option 3 is unknown, which may lead to longer journeys to work. It is notable that Cambourne, for example, has a more dispersed pattern of commuting that is also more car dependent than locations on the edge of Cambridge. Cycling to Cambridge may be less attractive, increasing reliance on the private car, however public transport choices may be made available. It is also noted that South Cambridgeshire, where any new settlements would be located, has high rates of cycling for a rural district, including for long-distance commuting. Whilst there is potential for policy to require provision of public transport links to be provided up front as a prerequisite to new development, the nature and quality of these links (i.e. whether they align with commuting patterns and are regular/fast enough to be an attractive option) will be key in determining their level of use. Overall, Option 3 is expected to have a mixed minor positive and minor negative effect against this objective.
- 3.83 Option 4 would result in an increase in development at villages across Greater Cambridge. However, due to the fact there is likely to be a more limited number and range of services and facilities available in these villages, it is likely that people would need to travel to get elsewhere and many of these journeys are likely to be by car. Furthermore, a large proportion of people living in these villages commute by car to Cambridge or elsewhere for work. This has the potential to increase CO₂

⁵ UCL, DataShine Commute, 2011: DataShine Commute, UCL, 2011:
<https://commute.datashine.org.uk/#mode=allflows&direction=from&msoa=E02003727&zoom=13&lon=0.0934&lat=52.2001>

emissions through use of the private car. Therefore, Option 4 is expected to have a significant negative effect against this objective.

- 3.84 Option 5 would result in an increase in development along and around public transport corridors and hubs. As such, people would have good access to a number of services and facilities via public transport, which is associated with lower CO₂ emissions, when compared to car travel. However, development outside the city centre is still likely to generate car use. Therefore, Option 5 is expected to have a mixed significant positive and minor negative effect with uncertainty.

SA Objective 13: To limit air pollution in Greater Cambridge and ensure lasting improvements in air quality

Likely effect				
Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
++	++/-?	+/-	-	++/-?

- 3.85 Option 1 would result in an increase in the density of development within Cambridge, and therefore an increase in population. As such, it's likely that a large number of people would be living within close proximity to their workplace, as well as a range of local amenities. This would encourage walking and cycling, whilst also reducing everyday reliance on the private car. This would reduce the amount of air pollution generated from private vehicles, therefore reducing the area's overall contribution to climate change. Option 1 is therefore expected to have a significant positive effect.
- 3.86 Option 2 could see the creation of new on-site infrastructure, such as schools and local centres, which could reduce the need for people to travel elsewhere to find these amenities. However, the range of services and facilities provided at particular development locations will likely depend on the size of the extension. Edge of Cambridge locations are likely to have access to existing sustainable transport links into the city, or be within cycling distance. It is notable that commuting patterns for edge of Cambridge locations tend to be focused on destinations within the city and have relatively high proportions travelling by more sustainable modes of transport. However, development at edge of city locations is still likely to generate car use. In addition, people may still travel by car within Cambridge contributing pollution within the AQMA. As such, commuting into Cambridge has the potential to increase air pollution. Therefore, Option 2 is expected to have a mixed significant positive and minor negative effect with uncertainty on this SA objective.
- 3.87 Option 3 could also see the creation of new on-site infrastructure, such as schools and local centres, which could reduce the need for people to travel elsewhere to find these amenities, depending upon the size of development – new settlements would have to be large scale to incorporate a full range. The extent of employment provision in new settlements under Option 3 is unknown, and, at least in the earlier years of the development, there are unlikely to be good, established public transport links into Cambridge, and cycling to Cambridge may be less attractive, increasing reliance on the private car. However, it is noted that South Cambridgeshire, where any new settlements would be located, has high rates of cycling for a rural district,

including for long-distance commuting. It is notable that Cambourne, for example, has a more dispersed pattern of commuting that is also more car dependent than locations on the edge of Cambridge. As a result, there could be fewer journeys into Cambridge where an AQMA is located, than development in and around Cambridge. Alternatively, depending on the location of developments coming forward under this option, there could be an increase in traffic on the A14, part of which is designated as an AQMA. Whilst there is potential for policy to require provision of public transport links to be provided up front as a prerequisite to new development, the nature and quality of these links (i.e. whether they align with commuting patterns and are regular/fast enough to be an attractive option) will be key in determining their level of use. It is noted that the Cambourne to Cambridge public transport scheme is in the planning phase and there are proposals for improved public transport corridors elsewhere connecting into Cambridge, which could connect into new settlements. Overall, Option 3 is expected to have a mixed minor positive and minor negative effect against this objective.

- 3.88 Option 4 would result in an increase in the spread of development at villages across Greater Cambridge. However, due to the fact there are only a small number of services and facilities available in these villages, it is likely that people would need to travel via private car to get elsewhere. This has the potential to increase air pollution, for example if travelling into Cambridge or along the A14, where AQMAs are located. Therefore, Option 4 is expected to have a minor negative effect against this objective.
- 3.89 Option 5 would result in an increase in development along and around public transport corridors hubs. As such, people would have good access to a number of services and facilities via more sustainable modes of transport, which would help reduce their contribution towards air pollution through use of the private car. It is noted that the Cambourne to Cambridge public transport scheme is in the planning phase and there are proposals for improved public transport corridors elsewhere connecting into Cambridge. However, development outside of the city is likely to generate car use. Therefore, Option 5 is expected to have a mixed significant positive and minor negative effect with uncertainty.

SA Objective 14: To facilitate a sustainable and growing economy

Likely effect				
Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
+/--?	++/-?	+/-?	+/--?	++/-?

- 3.90 Option 1 seeks to focus new homes and jobs within Cambridge. Concentrating homes and jobs in Cambridge could help boost the economy through increasing its workforce and attracting investment. For example, living in a central, well-connected and vibrant area is likely to bring young professionals into the area. However, there is limited land availability within the city itself, and the constraints deriving from the city's sensitive environment suggests that its full economic potential may not be met. Similarly, this approach will do little to support the local economies outside of the city in the wider Greater Cambridge area. Therefore, it will

have a mixed minor positive and significant negative effect on the local economy with uncertainty.

- 3.91 Option 2 seeks to create new homes and jobs on the edge of Cambridge. Concentrating homes and jobs in close proximity to Cambridge could help boost the economy through increasing its workforce and attracting investment. It would offer both perceived and actual benefits of being close to the University and other foci of economic activity, and would provide for greater space to attract larger employers and clusters of businesses. However, in isolation, it would not provide for economic needs within the Greater Cambridge beyond the city itself and would further concentrate economic activity in one location. Therefore, this option is considered to have a mixed significant positive and minor negative effect on the local economy with uncertainty.
- 3.92 Option 3 would provide an opportunity for significant new infrastructure to be delivered, which has the potential to generate new jobs. However, the greater the distance from the main centre of economic activity, being the city of Cambridge, the longer the lead-in times to deliver homes and a critical mass in terms of community, the less attractive it may be to potential investors. Therefore, a mixed minor positive and minor negative but uncertain effect is expected for this objective.
- 3.93 Option 4 seeks to spread new homes and jobs out to the villages, which would contribute positively towards the local economy, by supporting local businesses. However, it is unlikely that development would provide many new, long-term jobs in the villages, as particular developments coming forward under this option are likely to be of a smaller scale. Although this option has the potential to support the prosperity and diversification of Greater Cambridge’s rural economy, it is unlikely to be able to provide the scale of economic development required at the Greater Cambridge level. It would also be less attractive to businesses wishing to expand or locate within or close to Cambridge itself. Option 4 is expected to have a mixed minor positive and significant negative but uncertain effect.
- 3.94 Option 5 seeks to focus new homes and jobs along and around key public transport corridors and hubs, which would be likely to make access to employment easier for larger numbers of people and support growth in the Oxford-Cambridge Arc. It could also prove attractive to potential investors, but could also require investment to upgrade existing transport corridors to address any capacity issues. Therefore, Option 5 is expected to have a mixed significant positive and minor negative but uncertain effect.

SA Objective 15: To deliver, maintain and enhance access to diverse employment opportunities, to meet both current and future needs in Greater Cambridge

Likely effect				
Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
++/-	++/-	+/-?	+/--?	++/-

- 3.95 This SA objective relates specifically to access to employment opportunities.

- 3.96 Option 1 seeks to focus new homes and jobs within Cambridge; therefore it is likely that new development would be closer to employment opportunities in Cambridge allowing for increased access to a range of employment opportunities. Option 1 is expected to have a significant positive effect on this objective. However, opportunities to deliver employment development may be restricted and it would do little to meet the needs of the wider Greater Cambridge area. In particular, those living in more rural areas may struggle to find work locally and may therefore need to commute into Cambridge or elsewhere for work, which results in a minor negative effect also being recorded.
- 3.97 Option 2 seeks to create new homes and jobs on the edge of Cambridge, therefore, residents would be likely to be able to easily access the employment opportunities within Cambridge city, although, as with Option 1, this option would not meet the wider employment needs of Greater Cambridge. In particular, those living in more rural areas may struggle to find work locally and may therefore need to commute into Cambridge or elsewhere for work. Option 2 is expected to have a mixed significant positive and minor negative effect on this objective.
- 3.98 Option 3 would provide an opportunity for significant new infrastructure to be delivered, which has the potential to generate new jobs, particularly for those living in the new settlement itself. However, the extent of employment uses that would be delivered as part of this option is uncertain. If employment in new settlements is limited, residents could be some distance from the main economic hub of Cambridge. Therefore, a mixed minor positive and minor negative but uncertain effect is expected for this objective.
- 3.99 Option 4 seeks to locate new homes and jobs in the villages. However, compared to Options 1 and 2, it is unlikely that as many new, long-term jobs would be delivered in the villages and access to employment hubs may be more difficult for residents. Large scale employment development would in many instances be inappropriate in village locations and difficult to access by sustainable transport modes. However, it could help to provide a greater range of employment in rural villages. Option 4 is expected to have a mixed significant negative and minor positive but uncertain effect.
- 3.100 Option 5 seeks to focus new homes and jobs along and around key public transport corridors and hubs, which would make access to employment easier for larger numbers of people. This would have a positive effect on access to employment for these corridors, but may encourage commuting into Cambridge, without meeting the employment needs of wider Greater Cambridge. Option 5 is expected to have a mixed significant positive and minor negative effect.

Summary of SA scores

3.101 **Table 3.1** summarises how each of the spatial distribution options compare to each other against each SA objective.

Table 3.1: Summary SA scores for spatial distribution options

SA Objective	Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
SA 1: Housing	++/-?	++?	++?	++/-?	++?
SA 2: Access to services	++/-	++/-?	++/-?	+/-	+/-
SA 3: Social inclusion	+	++/-?	++/-?	+/-	+/-
SA 4: Health	++/-	++?	++?	-	+/-
SA 5: Biodiversity and geodiversity	-?	+/-?	+/-?	--?	--?
SA 6: Landscape and townscape	+/-?	--?	+/-?	--?	--?
SA 7: Historic environment	--?	--?	--?	--?	-?
SA 8: Land	++	-?	-?	-?	-?
SA 9: Minerals	-?	-?	-?	-?	-?
SA 10: Water	0?	-?	-?	-?	-?
SA 11: Climate change adaptation	-?	-?	-?	-?	-?
SA 12: Climate change mitigation	++	++/-?	+/-	--	++/-?
SA 13: Air	++	++/-?	+/-	-	++/-?

SA Objective	Option 1 Densification	Option 2 Edge of Cambridge	Option 3 New settlements	Option 4 Dispersal: villages	Option 5 Transport corridors
quality					
SA 14: Economy	+/--?	++/-?	+/-?	+/--?	++/-?
SA 15: Employment	++/-	++/-	+/-?	+/--?	++/-

- 3.102 **Table 3.1** suggests that Option 1 performs comparatively well against most of the SA objectives. Option 4 is likely to be the least sustainable option, as it consistently scores poorly against a number of SA objectives compared with the alternatives.
- 3.103 Option 2 generally performs better than Options 3 and 5, as it performs better than Option 3 for the SA objectives relating to climate change mitigation, air quality, economy and employment, and only performs worse against SA objective 6: landscape and townscape. Similarly Option 2 performs better than Option 5 for the SA objectives relating to access to services, social inclusion, health and biodiversity and only performs worse against SA objective 7: landscape and townscape. Although the scores against individual SA objectives differ, Options 3 and 5 overall perform fairly similarly.
- 3.104 In practice, the actual effects are heavily dependent upon the precise location and scale of development, the quality of design and the delivery of supporting infrastructure. Therefore, these high level results need to be treated with a considerable degree of caution.

4 Conclusions

- 4.1 This document has considered the sustainability implications of the information and options presented in the Issues and Options document for the Greater Cambridge Local Plan.
- 4.2 The themes set out in the Issues and Options document discuss a number of ideas that would have positive effects regarding sustainability. However, whether such effects come forward and the significance of these effects depend on the exact policies that come forward in the Local Plan.
- 4.3 The spatial distribution options have been assessed at a high level against each SA objective. However, many of the potential effects identified are dependent on the exact location, layout and design of development.
- 4.4 Option 1 is considered to be the most sustainable option, as development would be able to take advantage of the existing infrastructure in the city and would facilitate travel by sustainable modes of transport. However, it is unlikely that this option would be able to meet all of Greater Cambridge's development needs and could still lead to likely significant negative effects, particularly with regards to the historic environment of Cambridge. It would also restrict meeting the economic potential of the Greater Cambridge, particularly if it were unable to meet identified growth needs, and would bring limited opportunities for provision of new infrastructure, and therefore may result in capacity issues at existing services and facilities.
- 4.5 Option 2 also performs well, as new homes on the edge of Cambridge would benefit from the existing services, facilities, transport links and employment in Cambridge and is likely to provide some new services and facilities. However, the range of facilities provided would likely depend on the size of the extension, and smaller extensions could lead to capacity issues at existing services and facilities. Extensions to Cambridge are likely to have significant impacts on the landscape and the historic environment setting of Cambridge, although this depends to some extent on the location and design of development. High quality design will be crucial. Of critical importance in achieving the sustainability objectives is how new development on the edge of Cambridge integrates with the existing city and with neighbouring communities, in order to become part of the city rather than separate districts. Genuinely mixed development with clear access by public transport, cycling and walking linked into neighbouring areas would help to achieve this, with green infrastructure and networks playing a key role.
- 4.6 Option 3 performs well against social and economic objectives, as a new settlement is expected to provide new services and facilities. In addition, new settlements provide a greater opportunity to incorporate sustainable design, such as creating walkable neighbourhoods and including district heating systems. Although there is no guarantee best practice would be delivered, the Local Plan could require sustainable design to be incorporated. The new settlements will have to be of sufficient scale to become coherent new communities, with a good range of services and facilities, such as healthcare and a secondary school, as well as to become attractive to business investors in order to provide a range of jobs. New settlements have a longer lead-in time and therefore would be unable to provide new housing

and employment earlier on in the plan period. New settlements are also likely to have environmental impacts, particularly in terms of landscape, as they are necessarily large developments that may be less able to avoid sensitive features. They may also be some distance from the main centre of economic activity, Cambridge, leading to longer journeys for commuters and a temptation to travel by car. However, there is potential for public transport links to be provided as a prerequisite to new development.

- 4.7 Whilst Option 4 could help to support local services, the lack of access to services, facilities and jobs in larger settlements is likely to be an issue. It is likely to lead to high levels of car dependency, increasing carbon emissions, and significant expansion of smaller settlements could harm their character and historic assets. As such, it is likely to be the least sustainable option, although it could form a smaller part of the overall strategy.
- 4.8 Option 5 would enable residents and businesses to have good access to services and facilities, whilst providing more opportunity to protect the historic environment of Cambridge. However, there is potential for adverse effects on environmental objectives, depending on where development is located, and it may prove challenging to create distinctive new communities with a sense of place, depending on where particular developments come forward under this option and their relationship to existing communities.
- 4.9 In practice, there are pros and cons with all of the options, and so the challenge for those preparing the Greater Cambridge Local Plan will be to take those aspects from each of the options that perform well against the SA objectives to create a coherent spatial strategy that performs well in sustainability terms. The options will need to be developed in more detail, including identification of potential specific locations for development, with a greater understanding of the scale, type and mix of development that can be delivered on site, the identification of the infrastructure requirements required for delivery, and the relationship with existing settlements and networks. The SA will be able to assess these options in more detail and with greater certainty helping to lead to the most sustainable strategy overall.

Next steps

- 4.10 This SA Report will be available for consultation alongside the Issues and Options document. Following this consultation, the responses received and the findings of the SA will be considered and incorporated into the next iteration of the Greater Cambridge Local Plan.

LUC

September 2019



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Greater Cambridge Local Plan

HRA Scoping Report

Prepared by LUC
September 2019

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1 Introduction

- 1.1 LUC has been commissioned by South Cambridgeshire District Council and Cambridge City Council (the Councils) to carry out a Habitats Regulations Assessment (HRA) of the Greater Cambridge Local Plan (GCLP).
- 1.2 This HRA Scoping relates to the 'Greater Cambridge Local Plan: The first conversation' document, also referred to as the Issues and Options document, and it should be read in conjunction with that document. The Issues and Options consultation is the first stage in the plan-making process, which seeks the opinions of stakeholders and local people as to what the key issues are that the Local Plan should seek to address. Given the broad nature of this consultation, this HRA Scoping contains a high level commentary on the HRA considerations for the Local Plan. HRA of the more detailed options for the Local Plan will be undertaken as they are developed.
- 1.3 The main purpose of this report is to identify which European sites have potential to be affected by the GCLP, evidence key information on these sites and outline the pathways by which they could be affected, and to set out the scope of the subsequent HRA Screening and Appropriate Assessment stages in agreement with Natural England, who will be consulted on this report.

Context for the Greater Cambridge Local Plan

- 1.4 Comprising Cambridge City and South Cambridgeshire District, Greater Cambridge covers approximately 360 square miles, with a total population of 285,000 people across the city. Cambridge City and South Cambridgeshire have a unique relationship, in that South Cambridgeshire entirely surrounds Cambridge City. Greater Cambridge borders Huntingdonshire and East Cambridgeshire to the north; Central Bedfordshire to the west; North Hertfordshire, Uttlesford and Braintree to the south, and to the east, it borders St Edmundsbury in Suffolk.
- 1.5 Whilst Cambridge City is distinctly urban, South Cambridgeshire is a mainly rural district with Cambourne in the west, Histon to the north and Sawston in the south being the most populated settlements in Greater Cambridge, after Cambridge City.
- 1.6 Cambridge is a city of international importance in terms of its world-class university, research, heritage, culture and science. Cambridge also plays a key functional role in planning terms as the dominant centre in Cambridgeshire and as a main nodal point of the Oxford-Milton Keynes-Cambridge Arc and M11 corridor.
- 1.7 As a prominent hub for research and the dominant centre of Cambridgeshire, Cambridge has strong north-south transport links to London and north Cambridgeshire via train and the M11 corridor. Approximately 23,367 people commute daily from South Cambridgeshire to the city. Whilst South Cambridgeshire currently has limited access to bus services and other more sustainable modes of transport, particularly in the more remote west and eastern parts of Greater Cambridge, the emerging Cambridgeshire and Peterborough Local Transport Plan sets out a number of measures to improve transport links in the area.

- 1.8 Greater Cambridge contains a wealth of historic assets, with over 4,000 listed buildings, 32 conservation areas and 24 registered parks and gardens across Cambridge and South Cambridgeshire. A variety of mineral resources are also found in the Greater Cambridge Local Plan area, including sand, gravel and chalk. These extensive deposits often occur under high quality agricultural land or in areas valued for their biodiversity and landscapes, such as river valleys.

The New Local Plan

- 1.9 Cambridge City Council and South Cambridgeshire District Council have committed to preparing a joint Local Plan for their combined area, referred to as Greater Cambridge, a strand of work which originated as part of the City Deal agreement with central government established in 2014. The individual Councils both adopted separate Local Plans in October 2018 which set out the development needs of the local authority areas up to 2031.
- 1.10 The adopted Local Plans acknowledged the commitment to an early review of their Local Plans beginning in 2019. This decision to take forward the early review of the Local Plans was made in order to establish what impact the anticipated changed infrastructure and economic growth in the area might have on housing need and other aspects of spatial and transport planning. Further, during Examination of the individual Local Plans, a number of issues were highlighted for specific attention. These related to the assessment of housing needs, progress in delivering the development strategy and in particular the proposed new settlements and provision to meet the requirements of caravan dwellers.
- 1.11 The plan period for the Greater Cambridge Local Plan is yet to be determined, but is likely to cover the period to either 2040 or 2050. It will replace policies contained within the Cambridge Local Plan (2018) and the South Cambridgeshire Local Plan (2018). The Joint Local Development Scheme 2018 identified that the Plan will be submitted to the Secretary of State for examination at the end of summer 2022. Public consultation on the Issues and Options for the plan is proposed for late 2019

The requirement to undertake Habitats Regulations Assessment of Development Plans

- 1.12 The requirement to undertake HRA of development plans was confirmed by the amendments to the Habitats Regulations published for England and Wales in 2007¹; the currently applicable version is the Conservation of Habitats and Species Regulations 2017² (as amended). When preparing the Greater Cambridge Local Plan, the Councils are required by law to carry out an HRA. The Councils can commission consultants to undertake HRA work on its behalf and this (the work documented in this report) is then reported to and considered by the Councils as the 'competent authority'. The Councils will consider this work and may only progress the GCLP if it considers that the Plan will not adversely affect the integrity of any European site. The requirement for authorities to comply with the Habitats

¹ *The Conservation (Natural Habitats, &c.) (Amendment) Regulations 2007* (2007) SI No. 2007/1843. TSO (The Stationery Office), London.

² *The Conservation of Habitats and Species Regulations 2017* (2017) SI No. 2017/1012, TSO (The Stationery Office), London.

Regulations when preparing a Local Plan is also noted in the Government's online planning practice guidance.

- 1.13 HRA refers to the assessment of the potential effects of a development plan on one or more European sites, including Special Protection Areas (SPAs) and Special Areas of Conservation (SACs):
- SACs are designated under the European Habitats Directive and target particular habitat types (Annex 1) and species (Annex II). The listed habitat types and species (excluding birds) are those considered to be most in need of conservation at a European level.
 - SPAs are classified in accordance with Article 4(1) of the European Union Birds Directive³ for rare and vulnerable birds (as listed in Annex I of the Directive), and under Article 4(2) for regularly occurring migratory species not listed in Annex I.
- 1.14 Potential SPAs (pSPAs)⁴, candidate SACs (cSACs)⁵, Sites of Community Importance (SCIs)⁶ and Ramsar sites should also be included in the assessment.
- Ramsar sites support internationally important wetland habitats and are listed under the Convention on Wetlands of International Importance especially as Waterfowl Habitat (Ramsar Convention, 1971).
- 1.15 For ease of reference during HRA, these designations can be collectively referred to as European sites⁷ despite Ramsar designations being at the international level.
- 1.16 The overall purpose of the HRA is to conclude whether or not a proposal or policy, or the whole development plan, would adversely affect the integrity of the European site in question either alone or in combination with other plans and projects. This is judged in terms of the implications of the plan for the 'qualifying features' for which the European site was designated, i.e.:
- SACs – Annex I habitat types and Annex II species⁸;
 - SPAs – Annex I birds and regularly occurring migratory species not listed in Annex I⁹;
 - Ramsar sites – the reasons for listing the site under the Convention¹⁰.
- 1.17 Significantly, HRA is based on the precautionary principle meaning that where uncertainty or doubt remains, an adverse impact should be assumed.

Stages of HRA

- 1.18 The HRA of development plans is undertaken in stages (as described below) and should conclude whether or not a proposal would adversely affect the integrity of the European site in question.

³ Council Directive 2009/147/EC of 30 November 2009 on the conservation of wild birds (the codified version of Council Directive 79/409/EEC, as amended).

⁴ Potential SPAs are sites that have been approved by the Minister for formal consultation but not yet proposed to the European Commission, as listed on the [GOV.UK website](#).

⁵ Candidate SACs are sites that have been submitted to the European Commission, but not yet formally adopted, as listed on the JNCC's [SAC list](#).

⁶ SCIs are sites that have been adopted by the European Commission but not yet formally designated as SACs by the UK Government.

⁷ The term 'Natura 2000 sites' can also be used interchangeably with 'European sites' in the context of HRA, although the latter term is used throughout this report.

⁸ As listed in the site's citation on the JNCC website (all features of European importance, both primary and non-primary, need to be considered).

⁹ As identified in sections 3.1, 3.2 and 4.2 of the SPA's standard data form on the JNCC website; at sites where there remain differences between species listed in the [2001 SPA Review](#) and the extant site citation in the standard data form, the relevant country agency (Natural England or Natural Resources Wales) should be contacted for further guidance.

¹⁰ As set out in section 14 of the relevant 'Information Sheet on Ramsar Wetlands' available on the JNCC website.

1.19 The HRA should be undertaken by the ‘competent authority’, in this case South Cambridgeshire District Council and Cambridge City Council, and LUC has been commissioned to do this on the Council’s behalf. The HRA also requires close working with Natural England as the statutory nature conservation body¹¹ in order to obtain the necessary information, agree the process, outcomes and mitigation proposals. The Environment Agency, while not a statutory consultee for the HRA, is also in a strong position to provide advice and information throughout the process as it is required to undertake HRA for its existing licences and future licensing of activities.

Requirements of the Habitats Regulations

1.20 In assessing the effects of a Plan in accordance with Regulation 105 of the Conservation of Habitats and Species Regulations 2017, there are potentially two tests to be applied by the competent authority: a ‘Significance Test’, followed if necessary by an Appropriate Assessment which would inform the ‘Integrity Test’. The relevant sequence of questions is as follows:

- Step 1: Under Reg. 105(1)(b), consider whether the plan is directly connected with or necessary to the management of the sites. If not, as is the case for the Greater Cambridge, proceed to Step 2.
- Step 2: Under Reg. 105(1)(a) consider whether the plan is likely to have a significant effect on a European site, either alone or in combination with other plans or projects (the ‘Significance Test’). If yes, proceed to Step 3.
- Step 3: Under Reg. 105(1), make an Appropriate Assessment of the implications for the European site in view of its current conservation objectives (the ‘Integrity Test’). In so doing, it is mandatory under Reg. 105(2) to consult Natural England, and optional under Reg. 105(3) to take the opinion of the general public.
- Step 4: In accordance with Reg. 105(4), but subject to Reg. 107, give effect to the land use plan only after having ascertained that the plan would not adversely affect the integrity of a European site.
- Step 5: Under Reg. 107, if Step 4 is unable to rule out adverse effects on the integrity of a European site and no alternative solutions exist then the competent authority may nevertheless agree to the plan or project if it must be carried out for ‘imperative reasons of overriding public interest’ (IROPI).

Stages of HRA

1.21 **Table 1.1** summarises the stages and associated tasks and outcomes typically involved in carrying out a full HRA, based on various guidance documents^{12 13 14}. The Scoping detailed within this report precedes the formal stages described below but nevertheless it provides a useful exercise in identifying and agreeing which European sites have potential to be affected by the GCLP, and to set out the scope of the subsequent HRA Screening and Appropriate Assessment stages.

¹¹ Regulation 5 of the Habitats Regulations 2017.

¹² European Commission (2001) Assessment of plans and projects significantly affecting European Sites. Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC.

¹³ DCLG (2006) Planning for the Protection of European Sites: Appropriate Assessment

¹⁴ RSPB (2007) The Appropriate Assessment of Spatial Plans in England. A guide to why, when and how to do it.

Table 1.1 Stages of HRA

Stage	Task	Outcome
<p>Stage 1: HRA Screening</p>	<p>Description of the development plan.</p> <p>Identification of potentially affected European sites and factors contributing to their integrity.</p> <p>Review of other plans and projects.</p> <p>Assessment of likely significant effects of the development plan alone or in combination with other plans and projects.</p>	<p>Where effects are unlikely, prepare a 'finding of no significant effect report'.</p> <p>Where effects judged likely, or lack of information to prove otherwise, proceed to Stage 2.</p>
<p>Stage 2: Appropriate Assessment (where Stage 1 does not rule out likely significant effects)</p>	<p>Information gathering (development plan and European Sites).</p> <p>Impact prediction.</p> <p>Evaluation of development plan impacts in view of conservation objectives.</p> <p>Where impacts are considered to affect qualifying features, identify how these effects will be avoided or reduced.</p>	<p>Appropriate assessment report describing the plan, European site baseline conditions, the adverse effects of the plan on the European site, how these effects will be avoided or reduced, including the mechanisms and timescale for these mitigation measures.</p> <p>If effects remain after all alternatives and mitigation measures have been considered proceed to Stage 3.</p>
<p>Stage 3: Assessment where no alternatives exist and adverse impacts remain taking into account mitigation</p>	<p>Identify 'imperative reasons of overriding public interest' (IROPI).</p> <p>Demonstrate no alternatives exist.</p> <p>Identify potential compensatory measures.</p>	<p>This stage should be avoided if at all possible. The test of IROPI and the requirements for compensation are extremely onerous.</p>

1.22 It is normally anticipated that an emphasis on Stages 1 and 2 of this process will, through a series of iterations, help ensure that potential adverse effects are identified and eliminated through the inclusion of mitigation measures designed to avoid, reduce or abate effects. The need to consider alternatives could imply more onerous changes to a plan document. It is generally understood that so called 'imperative reasons of overriding public interest' (IROPI) are likely to be justified only very occasionally and would involve engagement with both the Government and European Commission.

Recent case law changes

- 1.23 This HRA will be prepared in accordance with recent case law, including most notably the ‘People over Wind’ and ‘Holohan’ rulings from the Court of Justice for the European Union (CJEU).
- 1.24 The *People over Wind, Peter Sweetman v Coillte Teoranta* (April 2018) judgment ruled that Article 6(3) of the Habitats Directive should be interpreted as meaning that mitigation measures should be assessed as part of an Appropriate Assessment, and should not be taken into account at the screening stage. The precise wording of the ruling is as follows:
- “Article 6(3)must be interpreted as meaning that, in order to determine whether it is necessary to carry out, subsequently, an appropriate assessment of the implications, for a site concerned, of a plan or project, it is not appropriate, at the screening stage, to take account of measures intended to avoid or reduce the harmful effects of the plan or project on that site.*
- 1.25 In light of the above, the HRA screening stage will not rely upon avoidance or mitigation measures to draw conclusions as to whether the Strategic Plan could result in likely significant effects on European sites, with any such measures being considered at the Appropriate Assessment stage as relevant.
- 1.26 The HRA will also fully consider the recent *Holohan v An Bord Pleanala* (November 2018) judgement which stated that:
- Article 6(3) of Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora must be interpreted as meaning that an ‘appropriate assessment’ must, on the one hand, catalogue the entirety of habitat types and species for which a site is protected, and, on the other, identify and examine both the implications of the proposed project for the species present on that site, and for which that site has not been listed, and the implications for habitat types and species to be found outside the boundaries of that site, provided that those implications are liable to affect the conservation objectives of the site.*
- Article 6(3) of Directive 92/43 must be interpreted as meaning that the competent authority is permitted to grant to a plan or project consent which leaves the developer free to determine subsequently certain parameters relating to the construction phase, such as the location of the construction compound and haul routes, only if that authority is certain that the development consent granted establishes conditions that are strict enough to guarantee that those parameters will not adversely affect the integrity of the site.*
- Article 6(3) of Directive 92/43 must be interpreted as meaning that, where the competent authority rejects the findings in a scientific expert opinion recommending that additional information be obtained, the ‘appropriate assessment’ must include an explicit and detailed statement of reasons capable of dispelling all reasonable scientific doubt concerning the effects of the work envisaged on the site concerned.*
- 1.27 LUC will fully considered the potential for effects on species and habitats, including those not listed as qualifying features, to result in secondary effects upon the qualifying features of European sites, including the potential for complex interactions and dependencies. In addition, the potential for offsite impacts, such as through impacts to functionally linked land, and or species and habitats located beyond the boundaries of European site, but which may be important in supporting the

ecological processes of the qualifying features, has also been fully considered in this HRA.

Structure of this report

- 1.28 This chapter (**Chapter 1**) has described the background to the production of the GCLP and the requirement to undertake HRA. The remainder of the report is structured into the following sections:
- **Chapter 2** describes the European sites in Greater Cambridge and within a 15km buffer that could be affected by the GCLP and summaries the key issues that will need to be considered during the HRA.
 - **Chapter 3** sets out the assumptions that will underpin the HRA judgements made and also identifies which sites and impacts can be scoped in or out of the subsequent HRA screening.
 - **Chapter 4** describes the next steps that will be carried out in the HRA of the GCLP.
- 1.29 The information in the main body of the report is supported by the following appendices:
- **Appendix 1** provides a map of European Sites within 15km of Greater Cambridge
 - **Appendix 2** details the attributes of European Sites including detailed information about key vulnerabilities, conservation objectives and dependencies on certain habitats and species.
 - **Appendix 3** provides a map of strategic roads within Greater Cambridge.

2 European Sites

- 2.1 This chapter identifies European sites located in Greater Cambridge or within a 15km buffer, which have potential to be affected by proposed development within the GCLP and will be considered as part of the HRA process.

Identification of European sites which may be affected by the Strategic Plan

- 2.2 In order to initiate the search of European sites that could potentially be affected by the GCLP, it is established practice in HRAs to consider European sites within the local planning authority areas covered by a Plan, and also within a buffer distance from the boundary of the Plan area.
- 2.3 A distance of 15km was used to identify European sites likely to be affected by impacts relating to development in Greater Cambridge. In addition to this, consideration was also given to European sites connected to the plan area beyond this distance, for example through hydrological pathways or recreational visits by residents of Greater Cambridge.
- 2.4 European sites identified for inclusion in the HRA are listed below in **Table 2.1** below and **Figure 2.1** in **Appendix 1**. Detailed information about each site is provided in **Appendix 2**:

Table 2.1 European sites within 15km of the Greater Cambridge

European Site	Closest Distance / Location from GCLP Area
SACs	
Eversden and Wimpole Woods SAC	Within – in west of Greater Cambridge
Ouse Washes SAC	Adjacent to north
Portholme SAC	4km / North West
Devils Dyke SAC	5.8km / North East
Fenland SAC	1km / North East
SPAs	
Ouse Washes SPA	Adjacent to north
Ramsar Sites	
Ouse Washes Ramsar	Adjacent to north

European Site	Closest Distance / Location from GCLP Area
Wicken Fen Ramsar	1km / North East
Chippenham Fen Ramsar	10.3km to North East

Ecological attributes of the European sites

- 2.5 The designated features and conservation objectives of the European sites, together with current pressures on and potential threats, was established using the Standard Data Forms for SACs and SPAs and the Information Sheets for Ramsar Wetlands published on the JNCC website¹⁵ as well as Natural England’s Site Improvement Plans¹⁶ and the most recent conservation objectives published on the Natural England website (most were published in 2014)¹⁷.
- 2.6 An understanding of the designated features of each European site and the factors contributing to its integrity will inform the assessment of the potential likely significant effects of the JSP. This approach will be useful for informing the inter-dependencies of non-qualifying species and habitats which the qualifying species depend, as recently highlighted as a requirement by the ‘Holohan’ ruling.

¹⁵ www.jncc.defra.gov.uk

¹⁶ <http://publications.naturalengland.org.uk/category/5458594975711232>

¹⁷ <http://publications.naturalengland.org.uk/category/6490068894089216>

3 Approach to HRA

- 3.1 This chapter describes the approach that will be taken to the HRA of the GCLP throughout its development including the specific tasks that will be undertaken and the assumptions that will underpin the HRA judgements made.

Scoping

- 3.2 For many of the types of impacts, screening for likely significant effects will be determined on a proximity basis, using GIS data to determine the proximity of potential development locations to the European sites that are the subject of the assessment. However, there are many uncertainties associated with using set distances as there are very few standards available as a guide to how far impacts will travel. Therefore, the following section applies a number of precautionary assumptions to enable specific impacts on European Sites to be either scoped in or out of the subsequent HRA screening.

Physical damage and loss

- 3.3 Any development resulting from the GCLP would take place within Greater Cambridge; therefore only European sites within the boundary could be affected direct by physical damage or loss of habitat within the site boundaries. Eversden and Wimpole Woods SAC is the only site located within Greater Cambridge and therefore with the potential to be directly affected by physical damage and/or loss from development.
- 3.4 Habitat loss from development in areas outside of the European site boundaries may also result in likely significant effects where that habitat contributes towards maintaining the interest feature for which the European site is designated. This includes land which may provide offsite movement corridors or feeding and sheltering habitat for mobile species such as bats, birds and fish.
- 3.5 With regards to bird, Natural England has advised that their recognised distance for the consideration of offsite functionally linked land is generally 2km, but for certain species, including most notably golden plover and lapwing, a greater distance of 15km may be appropriate. The Ouse Washes SPA and Ramsar sites are located immediately adjacent to the north of Greater Cambridge and support wetland bird species with potential to be affected by indirect physical damage and/or loss to offsite habitat, and therefore the potential for physical damage and loss of habitat to affect functionally linked land will require assessment within the HRA.
- 3.6 The Ouse Washes SAC is designated for supporting populations of spined loach. This species occur patchily in a variety of waterbodies, including small streams, large rivers and both large and small drainage ditches. Whilst it appears to have limited means of dispersal, potentially suitable waterbodies within Greater Cambridge share direct hydrological connectivity with the Ouse Washes SAC, and therefore the potential for physical damage and loss of habitat to affect functionally linked land upon which this species may depend will require assessment within the HRA

- 3.7 Important foraging areas for the barbastelle bat, which is the qualifying feature of the Eversden and Wimpole Woods SAC, are likely to be focused within 8km of their core breeding zones. Development as a result of the GCLP will include areas located within 8km of Eversden and Wimpole Woods SAC, and therefore the potential for physical damage and loss of habitat to affect functionally linked land upon which the SAC qualifying feature depends will require assessment within the HRA.
- 3.8 Other sites have been scoped out from further assessment on the basis of distance from Greater Cambridge and/or because their qualifying features are unlikely to be dependent upon habitats occurring within the Greater Cambridge area.
- 3.9 **Therefore, the potential for likely significant effects as a result of non-physical disturbance needs to be considered in relation to Ouse Washes SAC, SPA and Ramsar sites, and Eversden and Wimpole Woods SAC.**

Non-physical disturbance

- 3.10 Noise and vibration effects, e.g. during the construction of new housing or employment development, are most likely to disturb bird and bat species and are thus a key consideration with respect to European sites where these species are the qualifying features. Artificial lighting at night (e.g. from street lamps, flood lighting and security lights) has the potential to affect species where it occurs in close proximity to key habitat areas, such as key roosting sites of SPA birds and movement or feeding areas of bats.
- 3.11 It has been assumed that the effects of noise, vibration and light are most likely to be significant within a distance of 500 metres. There is also evidence of 300 metres being used as a distance up to which certain bird species can be disturbed by the effects of noise¹⁸; however, it has been assumed (on a precautionary basis) that the effects of noise, vibration and light pollution are capable of causing an adverse effect if development takes place within 500 metres of a European site with qualifying features sensitive to these disturbances. Scoped in European sites that support qualifying species which are therefore vulnerable to non-physical disturbance are Ouse Washes SPA and Ramsar sites, and Eversden and Wimpole Woods SAC.
- 3.12 All other European sites were scoped out of the assessment because they occur over 500 metres from the Greater Cambridge boundary.
- 3.13 **Therefore, the potential for likely significant effects as a result of non-physical disturbance needs to be considered in relation to Ouse Washes SPA and Ramsar sites, and Eversden and Wimpole Woods SAC.**

Non-toxic contamination

- 3.14 Habitats can be subject to non-toxic contamination, such as nutrient enrichment, changes in salinity and smothering from dust, due to industrial action, agriculture, construction and water abstraction and discharge. European sites with potential to be affected by non-toxic contamination are likely to be those sites that lie within close proximity, or those that are hydrologically connected to areas of development provided for by the plan but potential changes to water quantity and quality are considered separately below.

¹⁸ British Wildlife Magazine, October 2007

- 3.15 Ouse Washes SAC, SPA and Ramsar sites, and Eversden and Wimpole Woods SAC lie within or adjacent to Greater Cambridge and have potential to be susceptible to impacts from non-toxic contamination. Due to the distance, all other European sites have been scoped out of the assessment.
- 3.16 **Therefore, the potential for likely significant effects of non-toxic contamination needs to be considered in relation to Ouse Washes SAC, SPA and Ramsar sites, and Eversden and Wimpole Woods SAC.**

Air pollution

- 3.17 Air pollution is most likely to affect European sites where plant, soil and water habitats are the qualifying features, but some qualifying animal species may also be affected, either directly or indirectly, by deterioration in habitat as a result of air pollution. Deposition of pollutants to the ground and vegetation can alter the characteristics of the soil, affecting the pH and nitrogen levels, which can then affect plant health, productivity and species composition.
- 3.18 In terms of vehicle traffic, nitrogen oxides (NO_x, i.e. NO and NO₂) are considered to be the key pollutants. Deposition of nitrogen compounds may lead to both soil and freshwater acidification, and NO_x can cause eutrophication of soils and water.
- 3.19 Based on the Highways Agency Design Manual for Road and Bridges (DMRB) Manual Volume 11, Section 3, Part 114 (which was produced to provide advice regarding the design, assessment and operation of trunk roads including motorways), it is assumed that air pollution from roads is unlikely to be significant beyond 200m from the road itself. Where increases in traffic volumes are forecast, this 200m buffer needs to be applied to the relevant roads in order to make a judgement about the likely geographical extent of air pollution impacts.
- 3.20 The DMRB Guidance for the assessment of local air quality in relation to highways developments provides criteria that should be applied at the Screening Stage of an assessment of a plan or project, to ascertain whether there are likely to be significant impacts associated with routes or corridors. Based on the DMRB guidance, affected roads which should be assessed are those where:
- Daily traffic flows will change by 1,000 AADT (Annual Average Daily Traffic) or more; or
 - Heavy duty vehicle (HDV) flows will change by 200 AADT or more; or
 - Daily average speed will change by 10 km/hr or more; or
 - Peak hour speed will change by 20 km/hr or more; or
 - Road alignment will change by 5 m or more.
- 3.21 Where significant increases in traffic are possible on roads within 200m of European sites, traffic forecast data may be needed to determine if increases in vehicle traffic are likely to be significant. In line with the Wealden judgment¹⁹, the traffic growth considered by the HRA should be based on the effects of development provided for by the Plan in combination with other drivers of growth such as development proposed in neighbouring districts and demographic change.
- 3.22 It has been assumed that only those roads forming part of the primary road network (motorways and 'A' roads) are likely to experience any significant increases in

¹⁹ Wealden v SSCLG [2017] EWHC 351 (Admin)

vehicle traffic as a result of development (i.e. greater than 1,000 AADT). As such, where a site is within 200m of only minor roads, no significant effect from traffic-related air pollution is considered to be the likely outcome.

- 3.23 The key commuting corridor for new housing and employment development will likely include the M11, A10, A11, A14, A142, A428, A603 and A1307, which are highlighted in **Figure 3.1** in **Appendix 3**. European sites within 15km of the Greater Cambridge boundary and also within 200m of a strategic road include Devils Dyke SAC (A14), Ouse Washes SAC, SPA and Ramsar (A1123 and A142), and Portholme SAC (A14). All other sites were situated over 200m from a strategic road and were therefore scoped out.
- 3.24 **Therefore, likely significant effects relating to increased air pollution need to be considered in relation to Devils Dyke SAC, Ouse Washes SAC, SPA and Ramsar, and Portholme SAC.**

Recreation

- 3.25 Recreational activities and human presence can result in significant effects on European sites as a result of erosion and trampling, associated impacts such as fire and vandalism or disturbance to sensitive features, such as birds through both terrestrial and water based forms of recreation.
- 3.26 The GCLP will result in housing growth, and associated population increase within Greater Cambridge. Where increases in population are likely to result in significant increases in recreation at a European site, either alone or in-combination, the potential for likely significant effects will require assessment. At this stage, there is no definitive figure of the number and location of dwellings the GCLP will make provision for over the plan period.
- 3.27 European sites with qualifying bird species are likely to be particularly susceptible to recreational disturbances from walking, dog walking, angling, illegal use of off-road vehicles and motorbikes, wildfowling, and water sports. An increase in recreational pressure from development therefore has the potential to disturb bird populations of SPA and Ramsar sites as a result of both terrestrial and water-based recreation.
- 3.28 In addition, recreation can physically damage habitat as a result of trampling and also through erosion associated with boat wash and terrestrial activities such as use of vehicles.
- 3.29 Each European site will typically have a 'Zone of Influence' (ZOI) within which increases in population would be expected to result in likely significant effects. ZOIs are usually established following targeted visitor surveys and the findings are therefore typically specific to each European site (and often to specific areas within a European site). The findings are likely to be influenced by a number of complex and interacting factors and therefore it is not always appropriate to apply a generic or non-specific ZOI to a European Site. Particularly in relation to uniquely attractive coastal sites which have the potential to draw large number of visitors from areas much further afield.
- 3.30 At this stage, we are not aware of any established zones of influence and will seek to confirm the availability of data, or gaps in knowledge as part of the HRA, together with consultation with Natural England, to enable appropriate zones of influence to be established. It may for example be possible to extrapolate appropriate ZOIs from studies and approaches used for similarly comparable sites elsewhere in the UK.

- 3.31 In contrast to coastal European sites, ZOI's for non-coastal European sites are typically less variable with visitors travelling from areas more local to the site. Although, these sites are unique in their own right, they do not have the same draw as coastal sites and with recreational activities more easily managed and directed to alternative greenspace in the area. Using a precautionary approach and based on the established approach of the Thames Basin Heath Delivery Framework, a ZOI of 7km is proposed for European sites considered within the HRA of the GCLP. Given the sensitivities of the Thames Basin Heath SPA to recreational pressure, this distance was deemed appropriate to use the same ZOI in this assessment. A review of the European sites within 15km Greater Cambridge identified the following European sites:
- Eversden and Wimpole Woods SAC
 - Ouse Washes SAC
 - Portholme SAC
 - Devils Dyke SAC
 - Fenland SAC
 - Ouse Washes SPA
 - Ouse Washes Ramsar
 - Wicken Fen Ramsar
- 3.32 On the basis of the above, Chippenham Fen Ramsar has been scoped out of the assessment because it is located over 10km from Greater Cambridge.
- 3.33 **Therefore, likely significant effects relating to recreational pressure need to be considered in relation to Eversden and Wimpole Woods SAC, Ouse Washes SAC, Portholme SAC, Devils Dyke SAC, Fenland SAC, Ouse Washes SPA, Ouse Washes Ramsar, and Wicken Fen Ramsar.**

Water quantity and quality

- 3.34 An increase in demand for water abstraction and treatment resulting from the growth proposed in the Strategic Plan could result in changes in hydrology at European sites. Depending on the qualifying features and particular vulnerabilities of the European sites, this could result in likely significant effects; for example due to changes in environmental or biotic conditions, water chemistry and the extent and distribution of preferred habitat conditions. To fully understand the potential impacts of proposed development on European sites a review of relevant Water Cycle Studies (WCS) and liaison with the Environment Agency and relevant water companies will be required.
- 3.35 Portholme SAC, Ouse Washes SAC, SPA and Ramsar, Fenland SAC, Devils Dyke SAC and Wicken Fen Ramsar are hydrologically linked to waterbodies in Greater Cambridge, so at this stage hydrological connectivity or a reliance on water resources connected with the European sites cannot be ruled out. Changes in water quantity and quality through increased demand for water supply and increased wastewater discharges is therefore considered likely to be a key issue for these sites.
- 3.36 Eversden and Wimpole Woods SAC and Chippenham Fen Ramsar were scoped out because their qualifying features were either not considered susceptible to

changes in water quantity and quality (Eversden and Wimpole Woods SAC), or because they lack hydrological connectivity with water resources which could be affected as a result of the GCLP (Eversden and Wimpole Woods SAC and Chippenham Fen Ramsar).

- 3.37 **Therefore, likely significant effects relating to changes in water quality and quantity need to be considered in relation to Portholme SAC, Ouse Washes SAC, SPA and Ramsar, Devils Dyke SAC, Fenland SAC, and Wicken Fen Ramsar.**

Summary of Scoping

- 3.38 **Table 3.1** below summarises the results of scoping and identifies those potential impacts on European sites which will require further consideration at the HRA Screening stage or can be scoped out from further assessment. Where certain types of effects are scoped out in **Table 3.1** they do not need to be considered further.

Table 3.1 Summary of Scoping Assumptions

	Physical damage/ loss of habitat	Non-physical disturbance	Non-toxic contamination	Air pollution	Recreation pressure	Water quantity and quality
Eversden and Wimpole Woods SAC	Scoped in	Scoped in	Scoped in	Scoped out	Scoped in	Scoped in
Ouse Washes SAC	Scoped in	Scoped out	Scoped in	Scoped in	Scoped in	Scoped in
Portholme SAC	Scoped out	Scoped out	Scoped out	Scoped in	Scoped in	Scoped in
Devils Dyke SAC	Scoped out	Scoped out	Scoped out	Scoped in	Scoped in	Scoped in
Fenland SAC	Scoped out	Scoped out	Scoped out	Scoped out	Scoped in	Scoped in
Ouse Washes SPA	Scoped in	Scoped in	Scoped in	Scoped in	Scoped in	Scoped in
Ouse Washes	Scoped in	Scoped in	Scoped in	Scoped in	Scoped in	Scoped in

	Physical damage/ loss of habitat	Non-physical disturbance	Non-toxic contamination	Air pollution	Recreation pressure	Water quantity and quality
Ramsar						
Wicken Fen Ramsar	Scoped out	Scoped out	Scoped out	Scoped out	Scoped in	Scoped in
Chippenham Fen Ramsar	Scoped out	Scoped out	Scoped out	Scoped out	Scoped out	Scoped out

Stage 1: Screening Methodology

- 3.39 As required under Regulation 105 of The Conservation of Habitats and Species Regulations 2017 (the ‘Habitats Regulations’), an assessment will be undertaken of the ‘likely significant effects’ of the Plan. The assessment will be prepared in order to identify which policies or site allocations would be likely to have a significant effect on European sites. The screening assessment will be conducted without taking pre-embedded mitigation into account, in accordance with the ‘People over Wind’ judgment.
- 3.40 Consideration will be given to the potential for the development proposed to result in significant effects associated with:
- Physical loss of/damage to habitat;
 - Non-physical disturbance (noise, vibration and light);
 - Non-toxic contamination;
 - Air pollution;
 - Recreation pressure; and
 - Changes to hydrology including water quality and quantity.
- 3.41 This approach will also allow for consideration to be given to the cumulative effects of the site allocations rather than focussing exclusively on individual developments provided for by the GCLP.
- 3.42 A risk-based approach involving the application of the precautionary principle will be adopted in the assessment, such that a conclusion of ‘no significant effect’ will only been reached where it is considered very unlikely, based on current knowledge and the information available, that a proposal in the GCLP would have a significant effect on the integrity of a European site.
- 3.43 The below section identifies assumptions that have been applied at this early Scoping Stage to enable specific impacts on European sites to either be scoped in or out of subsequent

Interpretation of 'likely significant effect'

- 3.44 Relevant case law helps to interpret when effects should be considered as being likely to result in a significant effect, when carrying out a HRA of a plan.
- 3.45 In the Waddenzee case²⁰, the European Court of Justice ruled on the interpretation of Article 6(3) of the Habitats Directive (translated into Reg. 102 in the Habitats Regulations), including that:
- An effect should be considered 'likely', "if it cannot be excluded, on the basis of objective information, that it will have a significant effect on the site" (para 44).
 - An effect should be considered 'significant', "if it undermines the conservation objectives" (para 48).
 - Where a plan or project has an effect on a site "but is not likely to undermine its conservation objectives, it cannot be considered likely to have a significant effect on the site concerned" (para 47).
- 3.46 An opinion delivered to the Court of Justice of the European Union²¹ commented that:
- "The requirement that an effect in question be 'significant' exists in order to lay down a de minimis threshold. Plans or projects that have no appreciable effect on the site are thereby excluded. If all plans or projects capable of having any effect whatsoever on the site were to be caught by Article 6(3), activities on or near the site would risk being impossible by reason of legislative overkill."
- 3.47 This opinion (the 'Sweetman' case) therefore allows for the authorisation of plans and projects whose possible effects, alone or in combination, can be considered 'trivial' or de minimis; referring to such cases as those "which have no appreciable effect on the site". In practice such effects could be screened out as having no likely significant effect; they would be 'insignificant'.

In-combination effects

- 3.48 Regulation 102 of the Amended Habitats Regulations 2017 requires an Appropriate Assessment where "a land use plan is likely to have a significant effect on a European site (either alone or in combination with other plans or projects) and is not directly connected with or necessary to the management of the site". Therefore, it will be necessary to consider whether any impacts identified from the GCLP may combine with other plans or projects to give rise to significant effects in combination.
- 3.49 This exercise will be carried out as part of the screening stage of the HRA. The potential for in-combination effects will only be considered for those Plan components identified as unlikely to have a significant effect alone, but which could act in combination with other plans and projects to produce a significant effect. This approach accords with recent guidance on HRA.
- 3.50 The first stage in identifying 'in-combination' effects involves identifying which other plans and projects in addition to the GCLP may affect the European sites that will be the focus of this assessment. This exercise will seek to identify those components of nearby plans that could have an impact on the European sites considered as part of this HRA, e.g. areas or towns where additional housing or employment

²⁰ European Court of Justice in Case C-127/02 Landelijke Vereniging tot Behoud van de Waddenzee

²¹ Advocate General's Opinion to CJEU in Case C-258/11 Sweetman and others v An Bord Pleanála 22nd Nov 2012.

development is proposed near to the same European sites (as there could be effects from the transport, water use, infrastructure and recreation pressures associated with the new developments).

- 3.51 There are a large number of potentially relevant plans; therefore the review will focus on planned spatial growth within authorities adjacent to Greater Cambridge. The findings of any associated HRA work for those plans will be reviewed where available. With help from the Councils, any strategic projects in the area that could have in-combination effects with the GCLP will also be identified and reviewed, if applicable.
- 3.52 Should any other plans or projects be identified throughout the HRA process that could lead to in-combination effects on European sites with the GCLP, they will be included in the review.
- 3.53 The HRA Screening will identify and review other plans and projects for consideration of in-combination effects, and will outline the components of each plan or project that could have an impact on nearby European sites and considering the findings of the accompanying HRA work (where available). This information will be updated as the HRA work for the GCLP progresses. The local plans and associated HRAs of the following authorities will be included as a minimum:
- Huntingdonshire
 - Fenland
 - East Cambridgeshire
 - Forest Heath
 - St Edmundsbury
 - Braintree
 - Uttlesford
 - East Hertfordshire
 - North Hertfordshire
 - Central Bedfordshire
 - Bedford
 - Stevenage
- 3.54 In addition, the following key plans will be included as they are developed further:
- The Oxford-Cambridge Arc
 - Cambridgeshire and Peterborough Minerals and Waste Local Plan
 - Cambridgeshire and Peterborough Strategic Spatial Framework
 - Cambridgeshire Local Transport Plan
- 3.55 The Government's National Infrastructure Planning website²² will also be reviewed for major projects that could have significant effects in combination with those of the GCLP.

²² <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/>

Stage 2: Appropriate Assessment Methodology

- 3.56 Should it not be possible at the screening stage to conclude that there will be no significant effects on European sites as a result of the GCLP, it will be necessary to undertake an Appropriate Assessment.
- 3.57 The Appropriate Assessment stage of the HRA focuses on those impacts judged likely at the screening stage to have a significant effect, and seeks to conclude whether they would result in an adverse effect on the on the integrity of the qualifying features of a European site(s), or where insufficient certainty regarding this remains. The integrity of a site depends on the site being able to sustain its 'qualifying features' across the whole of the site and ensure their continued viability.
- 3.58 An Appropriate Assessment will be prepared for each of those European sites where significant effects from the GCLP could not be ruled out. The Appropriate Assessment would set out each European site's qualifying features and conservation objectives, standards and factors which are needed to maintain the site's integrity, existing trends and pressures at the site including the use of areas of off-site functional land (where data are available), as well as the conservation objectives, and the site vulnerabilities identified during the screening stage. For each European site and likely significant effect identified we would aim to distinguish between direct and indirect effects, short or long term effects, construction, operational or decommissioning effects, isolated, interactive or cumulative effects and permanent, intermittent or temporary effects. The impacts will vary, depending on the habitat or species in question for each site.
- 3.59 As stated in HRA Guidance²³, assessing the effects on the site(s) integrity involves considering whether the predicted impacts of the plan policies and site allocations (either alone or in combination) have the potential to:
- Cause delays to achieving the conservation objectives of the site.
 - Interrupt progress towards achieving the conservation objectives of the site.
 - Disrupt those factors that help to maintain favourable condition of the site.
 - Interfere with the balance, distribution and density of key species that are the indicators of favourable condition of the site.
 - Cause changes to the vital defining aspects (e.g. nutrient balance) that determine how the site functions as a habitat or ecosystem.
 - Change the dynamics of relationships that define the structure or function of the site (e.g. Relationships between soil and water, or animals and plants).
 - Interfere with anticipated natural changes to the site.
 - Reduce the extent of key habitats or the population of key species.
 - Reduce the diversity of the site.
 - Result in disturbance that could affect the population, density or balance between key species.
 - Result in fragmentation.
 - Result in the loss of key features

²³ *Assessment of plans and projects significantly affecting European sites. Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC.* European Commission Environment DG, November 2001.

3.60 The latest available data sources will be drawn on to inform the Appropriate Assessment. The results of this analysis should enable a conclusion to be reached regarding whether the integrity of any European site would be affected. If this were the case, an assessment of alternative solutions or the provision of avoidance and mitigation measures which would avoid adverse effects on integrity would be undertaken. In the context of the GCLP, such measures may include the clarification of policies to remove areas of uncertainty leading to predicted impacts or to include avoidance and mitigation measures such as conditions or restrictions relating to their implementation, the modification of policies to include alternative solutions or locations for particular developments or the omission of policies where no alternatives exist.

Stage 3: Assessment where no alternatives exist

3.61 If adverse effects on the integrity of a European site cannot be ruled out the plan would not be able to proceed in its current form unless IROPI could be demonstrated. At this stage, we consider it unlikely that the GCLP would need to demonstrate IROPI because the plan should, as part of the iterative process of HRA, seek to avoid or mitigate potential adverse effects in the first instance, and therefore this has not been discussed in this document.

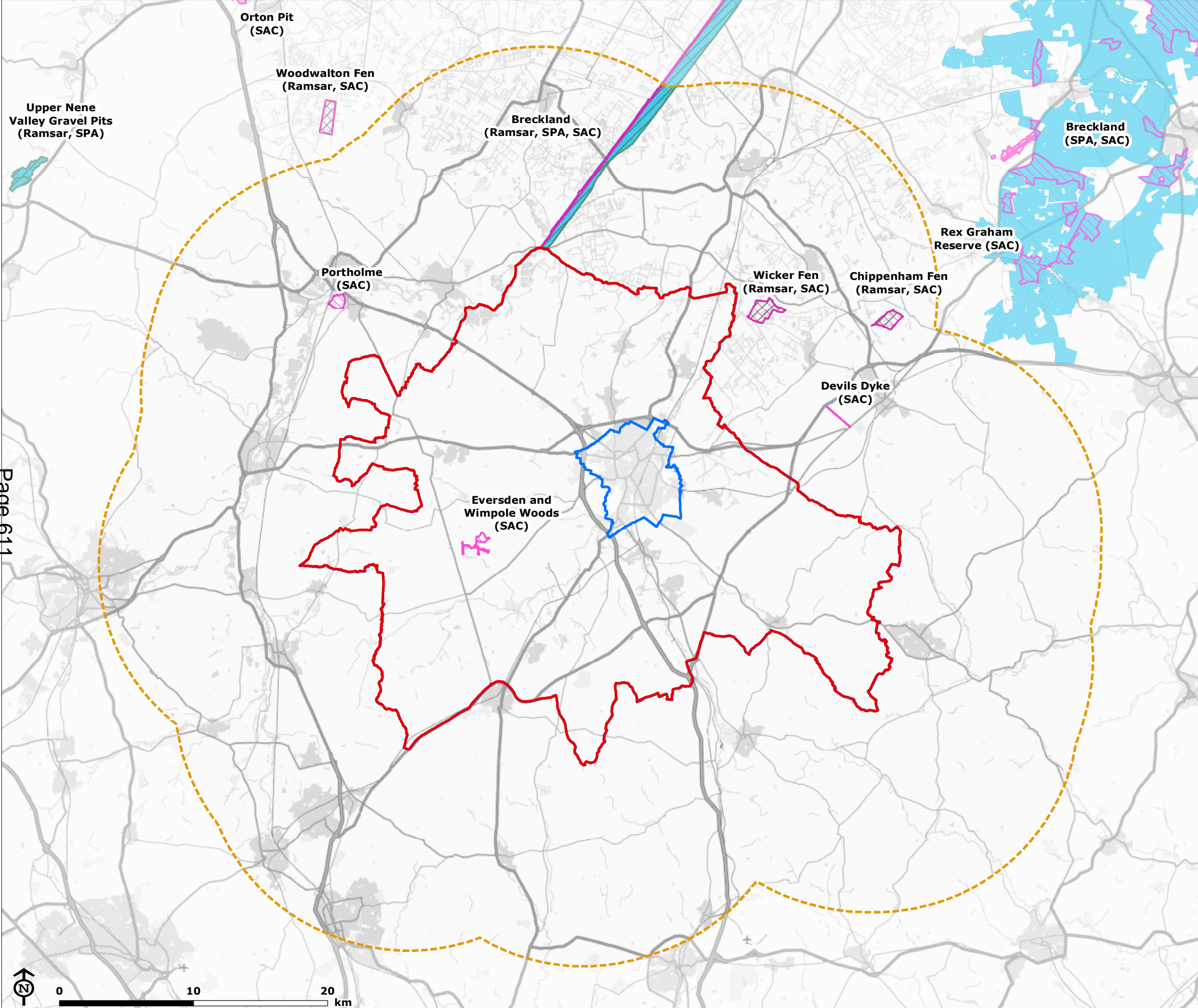
4 Consultation and Next Steps

- 4.1 This Scoping document has been produced to provide guidance and parameters for developing the GCLP in the context of European sites and as a reference point for stakeholders wishing to comment on the document. This document will be subject to consultation with Natural England to confirm that the proposed scope of the assessment is considered appropriate.
- 4.2 Once the GCLP preferred options are confirmed, the Draft Local Plan will be subject to HRA in line with the methodology described in **Section 3** of this report.
- 4.3 The HRA report will be updated at the Draft Local Plan and the Proposed Submission Local Plan, and iterations will be published during the corresponding consultation periods. Specific consultation will be undertaken with Natural England throughout as the statutory consultation body for HRA.

Appendix 1

Map of European Sites within 15km of Greater Cambridge

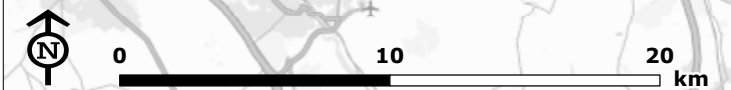
**Appendix 1: European Sites within
15km of Greater Cambridge**



- South Cambridgeshire
- South Cambridgeshire 15km Buffer Boundary
- Cambridge City
- Special Areas of Conservation
- Special Protection Areas
- Ramsar Sites

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Map Scale @A3: 1:280,000



Appendix 2
Attributes of European Sites

This appendix contains information about the European sites scoped into the HRA. Information about each site's area, the site descriptions, qualifying features and pressures and threats are drawn from Natural England's Site Improvement Plans (SIPs)²⁴ and the Standard Data Forms or Ramsar Information Sheets available from the JNCC website²⁵. Site conservation objectives are drawn from Natural England's website and are only available for SACs and SPAs²⁶.

²⁴ Site Improvement Plans: East of England, Natural England, <http://publications.naturalengland.org.uk/category/4873023563759616>

²⁵ JNCC Data Forms <http://jncc.defra.gov.uk/default.aspx?page=4>

²⁶ European Site Conservation Objectives, Natural England, <http://www.naturalengland.org.uk/ourwork/conservation/designations/sac/conservationobjectives.aspx>

Site	Summary of reasons for designation	European site pressures and threats	Conservation objectives	Non-qualifying habitats and species on which the qualifying habitats and/or species depend	Other comments
Eversden and Wimpole Woods SAC	<p>Qualifying species:</p> <p>S1308 Barbastelle <i>Barbastella barbastellus</i> which is a medium sized species of bat and is one of the UK's rarest mammals. Breeding season for Barbastelle bat is between April and September²⁷.</p> <p>The site is ancient woodland of ash-maple type which is now localised and in lowland England as a whole.</p>	<p>Feature Location/ Extent/ Condition Unknown.</p> <p>Two transects within the site are monitored each year as part of the National Bat Monitoring Programme (NBMP) however, there is some evidence that there could be other important foraging sites and other Barbastelle roosts close but not within the site.</p> <p>Offsite Habitat Availability</p> <p>The bats have a limited area to roost and forage within the site and it is unclear which habitats they use in the wider countryside. Additional suitable habitat</p>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <ul style="list-style-type: none"> • The extent and distribution of the habitats of qualifying species; • The structure and function of the habitats of qualifying 	<p>Depends upon the maintenance of the extent, connectivity and quality of key habitat types for movement and foraging within the landscape including woodlands, treelines, linear ecological corridors such as rivers and species rich open habitats such grasslands, heathlands and wetlands.</p>	

²⁷ *European Site Conservation Objectives: supplementary advice on conserving and restoring site features. Available at: <http://publications.naturalengland.org.uk/publication/6736081810620416> Accessed 17/09/2019*

	<p>Eversden and Wimpole Woods is one of the largest remaining woods of its type on the chalky boulder clay in Cambridge and contains a rich assemblage of woodland plants including some uncommon species such as the Barbastelle bat <i>Barbastella barbastellus</i>. The bats use the trees as a summer maternity roost where female bats gather to give birth to their young. The woodland is also used as a foraging area by the bats and it is</p>	<p>should be identified and managed long-term to improve and maintain it, in order to maintain a sustainable population. Local landowners should be given advice on how to manage important bat habitats.</p> <p>Forestry and Woodland Management</p> <p>The woodland the bats depends on must be maintained in medium to longer term by ensuring that tall trees, especially oak, grow up to replace those currently in place.</p> <p>Air Pollution: Impact of Atmospheric Nitrogen</p>	<p>species;</p> <ul style="list-style-type: none"> • The supporting processes on which the habitats of qualifying species rely; • The populations of qualifying species; and • The distribution of qualifying species within the site²⁹. 		
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²⁹ European Site Conservation Objectives for Eversden and Wimpole Woods Special Area of Conservation. Available at: file:///C:/Users/Buck_J/Downloads/UK0030331%20EversdenandWimpoleWoods%20SACV2018.pdf Accessed 18/09/2019

	also a flight path when they are foraging outside the site ²⁸ .	<p>Deposition</p> <p>Nitrogen deposition exceeds site-relevant critical loads in the ancient woodland used by Barbastelle bats as a summer maternity roost where female bats given birth and for foraging therefore, there is a risk of harmful effects on the bats¹.</p>			
Portholme SAC	<p>Qualifying features:</p> <p>H6510 Lowland hay meadows (Alopecurus pratensis, Sanguisorba officinalis)</p> <p>The site is located in Bedford and Cambridge Claylands National Character Area (88) adjacent to</p>	<p>Undesirable Species</p> <p>Non-woody and woody vascular plants species may require active management to avert unwanted succession to a different and less desirable state. A species may be indicative of another negative trend relating to the sites structure or function. These species will vary depending on the nature of the particular feature, and in some cases these species may be natural/ acceptable</p>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by</p> <p>maintaining or restoring;</p> <ul style="list-style-type: none"> • The extent 	<p>Dependent on seasonal unundation by flood waters and therefore dependent upon the maintenance of historic conditions without notable changes in levels of pollutants, nutrients or silt</p>	

²⁸ Improvement Programme for England's Natura 2000 Sites (IPENS). Site Improvement Plan Eversden and Wimpole Wood. Available at: file:///C:/Users/Buck_J/Downloads/SIP150512FINALv1.0%20Eversden%20&%20Wimpole%20Woods.pdf Accessed 18/09/2019

	<p>the River Great Ouse south of Huntingdon and north-west of Godmanchester. Portholme Meadow lies over a bed of calcareous Oxford Clay deposited during the Jurassic Period 160 million years ago and can be up to 70m thick in places. When the Anglian Glaciation melted, the sand and gravel washed into the river valley so under the meadow is a deep bed of</p>	<p>components or even dominants. This feature is sensitive to prolonged waterlogging.</p> <p>Soils, Substrate and Nutrient Recycling</p> <p>Changes in the soils natural properties may affect the ecological structure, function and processes associated with the qualifying habitat, Lowland hay meadows. Flooding for prolonged periods can cause the soil P index to increase in parts of the meadow which in turn may have a detrimental effect on the plant community.</p> <p>Water Quality</p> <p>The Lowland hay meadows experiences the deposition of nutrients particularly</p>	<p>and distribution of qualifying natural habitats;</p> <ul style="list-style-type: none"> • The structure and function (including typical species) of qualifying natural habitats; and <p>The supporting processes on which qualifying natural habitats rely³¹.</p>		
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³¹ *European Site Conservation Objectives for Portholme Special Area of Conservation. Available at: file:///C:/Users/Buck_J/Downloads/UK0030054%20Portholme%20SACV2018.pdf Accessed 18/09/2019*

	<p>gravel and mixed deposits. In winter and early spring it may become inundated with flood water and the site supports grassland communities of alluvial flood meadow type³⁰.</p>	<p>phosphate and sediment in floodwaters have the potential to impact the site.</p> <p>Hydrology</p> <p>Severe prolonged flooding during winter at the site has previously caused a shift away from Lowland hay meadows plant community and the main issue caused is nutrients enrichment. An appropriate hydrological regime is a key step in sustaining the features and conserving objectives for this site. Changes in source, depth, duration, frequency, magnitude and timing of water supply can have significant implications for the assemblage of characteristic plants and animals present.</p>			
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³⁰ European Site Conservation Objectives: Supplementary advice on conserving and restoring site features. Available at: file:///C:/Users/Buck_J/Downloads/UK0030054_PortholmeSAC_Forma%20Published%2011%20Jan%2019.pdf Accessed 18/09/2019

		<p>Prolonged flooding can result in an increase in other vegetation types (such as inundation grassland, swamps). There is no control over the water levels but a ditch has been reinstated to remove flood water faster.</p> <p>Adaption and Resilience to Environmental Change</p> <p>Environmental change may include changes in sea levels, precipitation and temperature which are likely to affect the extent, distribution and functioning of a feature within a site. The overall vulnerability of this site to climate change has been assessed as high by Natural England (2015) which considered sensitivity, fragmentation, topography and management of the habitats and supporting habitats. Therefore, this site is likely to require the most</p>			
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		<p>adaptation action and a site based assessment should be carried out as a priority. Action required may include reducing habitat fragmentation and minimising damage/degradation through the effects of recreational pressure. Furthermore, creating more habitat to buffer the site or expand the habitat into more varied landscapes whilst addressing specific management and condition issues will increase the sites resilience.</p> <p>Air Quality</p> <p>This site is sensitive to changes in air quality and air pollutants may modify the chemical status of its substrate, accelerate or damage plant growth, alter vegetation structure and composition or cause the loss of sensitive species.</p> <p>Critical Loads and Levels</p>			
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		are recognized thresholds above which harmful effects on sensitive UK habitats will occur at a significant level. Achieving this target may be subject to the development, effectiveness and availability of abatement technology and measures to tackle diffuse air pollution in realistic timescales.			
<p>Devil's Dyke SAC (on FH boundary, part in FH and part in East Cambridgeshire DC)</p> <p>Devil's Dyke consists of a mosaic of CG3 <i>Bromus erectus</i> and CG5 <i>Bromus erectus</i> – <i>Brachypodium pinnatum</i> calcareous grasslands. It is the only known UK semi-natural dry grassland site for lizard orchid <i>Himantoglossum hircinum</i>.</p>	<p>Annex I habitats:</p> <p>Semi-natural dry grasslands and scrubland facies on calcareous substrates (important orchid sites)</p>	<p>Current pressures</p> <p>Inappropriate scrub control</p> <p>Potential future threats</p> <p>Air pollution: impact of atmospheric nitrogen deposition.</p> <p>Natural England: supplementary advice on conserving and restoring site features</p> <p>In addition to the above, the supplementary advice expands on the European site's vulnerabilities as follows:</p> <ul style="list-style-type: none"> • A change in the range and geographic distribution across the site will reduce its overall 	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <ul style="list-style-type: none"> • The extent and distribution of qualifying natural habitats; • The structure and function (including typical 	<p>The SAC's qualifying habitat relies on:</p> <ul style="list-style-type: none"> • Thin, well-drained, lime-rich soils associated with chalk and limestone in low moderate altitudes. • Key structural, influential and/or distinctive species, such as grazers, surface borers, predators or to maintain the structure, function and quality of habitat. • Habitat connectivity to the wider landscape to allow for migration, dispersal and genetic exchange of species 	None.

		<p>area, the local diversity and variations in its structure and composition, and may undermine its resilience to adapt to future environmental changes.</p> <ul style="list-style-type: none"> Increases in undesirable species may result in an adverse effect on the habitats structure and function. Changes to natural soil properties may therefore affect the ecological structure, function and processes associated with this habitat. Air quality - exceeding critical values for air pollutants may result in changes to habitat by modifying chemical substrates, damaging plant growth, changing vegetation composition and loss of species present in these habitats. 	<p>species) of qualifying natural habitats; and</p> <ul style="list-style-type: none"> The supporting processes on which qualifying natural habitats rely. 	<p>typical of this habitat. In particular, for species such as the Lizard orchid, <i>Himantoglossum hircinum</i>.</p> <ul style="list-style-type: none"> Active and ongoing conservation management is needed to protect, maintain or restore this habitat. 	
<p>Fenland SAC The Fenland SAC is comprised of</p>	<p>Annex I habitats: Molinia meadows on calcareous,</p>	<p>Current pressures Water pollution – nutrient enrichment of Chippenham</p>	<p>Ensure that the integrity of the site is maintained or restored as</p>	<p>In general, qualifying habitats of the SAC rely on:</p>	<p>National Trust undertaking</p>

<p>three fenland Sites of Special Scientific Interest: Woodwalton Fen, Wicken Fen and Chippenham Fen.</p> <p>Each site generally consists of standing water bodies, ditch systems, bogs, marshes and broad-leaved woodland carr.</p>	<p>peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>)</p> <p>Annex II species: Spined Loach (<i>Cobitis taenia</i>), Great Crested Newt (<i>Triturus cristatus</i>)</p>	<p>Fen component, fed from a mixture of groundwater, rainfall and surface runoff.</p> <p>Hydrological changes related to public water supply abstraction.</p> <p>Air pollution: impact of atmospheric nitrogen deposition</p> <p>Potential future threats</p> <p>None identified.</p> <p>Natural England: supplementary advice on conserving and restoring site features</p> <p>In addition to the above, the supplementary advice expands on the European site's vulnerabilities as follows:</p> <ul style="list-style-type: none"> • A change in the range and geographic distribution across the site will reduce its overall area, the local diversity and variations in its structure and composition, and may undermine its resilience to adapt to future 	<p>appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <ul style="list-style-type: none"> • The extent and distribution of qualifying natural habitats and habitats of qualifying species; • The structure and function (including typical species) of qualifying natural habitats; • The structure and function of the habitats of qualifying species; • The supporting processes on which qualifying natural habitats and the habitats 	<ul style="list-style-type: none"> • Key structural, influential and/or distinctive species, such as grazers, surface borers, predators or to maintain the structure, function and quality of habitat. • Habitat connectivity to the wider landscape to allow for migration, dispersal and genetic exchange of species typical of this habitat. • Active and ongoing conservation management is needed to protect, maintain or restore this habitat. <p>For each habitat, more specific examples have been provided.</p> <p><i>Molinia</i> meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>); Purple moor-grass meadows</p> <ul style="list-style-type: none"> • Upwellings and 	<p>remedial land management work.</p>
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		<p>environmental changes.</p> <ul style="list-style-type: none"> Increases in undesirable species may result in an adverse effect on the habitats structure and function. Changes to natural soil properties may therefore affect the ecological structure, function and processes associated with this habitat. Poor water quality, as a result of agricultural process and inadequate quantities of water can adversely affect the structure and function of this habitat type. Air quality - exceeding critical values for air pollutants may result in changes to habitat by modifying chemical substrates, damaging plant growth, changing vegetation composition and loss of species present in these habitats. Increased cover of trees and shrubs can result in 	<p>of qualifying species rely;</p> <ul style="list-style-type: none"> The populations of qualifying species; and, The distribution of qualifying species within the site. 	<p>springs from the aquifer provide water to the site.</p> <ul style="list-style-type: none"> Natural hydrological processes to provide the conditions necessary to sustain this habitat. <p>Calcareous fens with <i>Cladium mariscus</i> and species of the <i>Caricion davalliana</i>; Calcium-rich fen dominated by great fen sedge (saw sedge)</p> <ul style="list-style-type: none"> Upwellings and springs from the aquifer provide water to the site. Natural hydrological processes to provide the conditions necessary to sustain this habitat. <p>In general, the qualifying species of the SAC rely on:</p> <ul style="list-style-type: none"> The sites ecosystem as a whole (see list of habitats below). Maintenance of 	
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		<p>desiccation of these habitats.</p> <ul style="list-style-type: none"> • Changes in land use on offsite habitat can result in deterioration of habitat within the SAC. • Changes in sediment may lead to sub-optimal conditions for spined loach. • Inadequate quantities of water can adversely affect the structure and function of this habitat type. 		<p>populations of species that they feed on (see list of diets below).</p> <ul style="list-style-type: none"> • Habitat connectivity is important for the viability of these species populations. <p>Spined loach</p> <ul style="list-style-type: none"> • Habitat preferences – small streams, large rivers and both large and small drainage ditches with patchy cover of submerged (and possibly emergent) macrophytes. • Diet – food particles extracted from fine sediment. • Great Crested Newts Habitat preferences – requires aquatic habitat, such as ponds for breeding in areas such as pastoral and arable farmland, woodland and grassland. • Diet – aquatic 	
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				invertebrates.	
<p>Ouse Washes SAC, SPA and Ramsar site</p> <p>An extensive area of seasonally flooding wet grassland ('washland') with a diverse and rich ditch fauna and flora located on a major tributary of The Wash. The washlands support both breeding and wintering waterbirds.</p>	<p><u>SAC qualifying species</u></p> <p>Annex II: Spined loach <i>Cobitis taenia</i></p> <p><u>SPA qualifying species</u></p> <p>Article 4.1, Annex 1 species (breeding season):</p> <p>Ruff <i>Philomachus pugnax</i>; Spotted Crake <i>Porzana porzana</i></p> <p>Annex I species (over winter): Bewick's Swan <i>Cygnus columbianus bewickii</i>; Hen Harrier <i>Circus cyaneus</i>; Ruff <i>Philomachus pugnax</i>; Whooper Swan <i>Cygnus cygnus</i>,</p>	<p>Current pressures</p> <p>Inappropriate water levels – interest features are being adversely affected by increased flooding.</p> <p>Potential future threats</p> <p>Water pollution.</p>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving...</p> <p>- the Favourable Conservation Status of its Qualifying Features (SAC), or</p> <p>- the aims of the Wild Birds Directive (SPA)</p> <p>...by maintaining or restoring:</p> <ul style="list-style-type: none"> • The extent and distribution of the habitats of qualifying species/features • The structure and function of the habitats of the qualifying species/features • The supporting processes on 	<p>In general, the qualifying species of the SAC, SPA and Ramsar rely on:</p> <ul style="list-style-type: none"> • The sites ecosystem as a whole (see list of habitats below). • Maintenance of populations of species that they feed on (see list of diets below). • Habitat connectivity is important for the viability of this species population. <p>Spined loach</p> <ul style="list-style-type: none"> • Habitat preferences – small streams, large rivers and both large and small drainage ditches with patchy cover of submerged (and possibly emergent) macrophytes. • Diet – food particles extracted from fine sediment. 	<p>Long term tidal strategy - regular problems summer flooding-severe siltation of Great Ouse River. Smaller watercourses could drain into Great Ouse River and to Ouse Washes SPA/SAC . Large land holdings by RSPB, Cambridgeshire Wildlife Trust and Wetlands</p>

	<p>Article 4.2 (migratory species – breeding season):</p> <p>Black-tailed Godwit <i>Limosa limosa limosa</i>; Gadwall <i>Anas strepera</i>; Shoveler <i>Anas clypeata</i></p> <p>Article 4.2 (migratory species – over winter):</p> <p>Black-tailed Godwit <i>Limosa limosa islandica</i>; Gadwall <i>Anas strepera</i>; Pintail <i>Anas acuta</i>; Pochard <i>Aythya farina</i>; Shoveler <i>Anas clypeata</i>; Wigeon <i>Anas Penelope</i></p> <p>Article 4.2 Assemblage qualification: regularly supports at least</p>		<p>which the habitats of qualifying species/features rely</p> <ul style="list-style-type: none"> • The populations of qualifying species/features, and, • The distribution of qualifying species/features within the site. 	<p>In general, the qualifying bird species of the SAC, SPA and Ramsar rely on:</p> <ul style="list-style-type: none"> • The sites ecosystem as a whole (see list of habitats below). • Maintenance of populations of species that they feed on (see list of diets below). • Off-site habitat, which provide foraging habitat for these species. • Open landscape with unobstructed line of sight within nesting, foraging or roosting habitat. <p>Ruff</p> <ul style="list-style-type: none"> • Habitat preferences – grassy tundra, lakes, farmland, on migration mudflat. • Diet – invertebrates, especially insects, some plant material <p>Spotted Crake</p> <ul style="list-style-type: none"> • Habitat preferences – 	<p>and Wildfowl Trust.</p>
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	<p>20,000 waterfowl</p> <p><u>Ramsar criteria</u></p> <p>1. Extensive area of seasonally-flooding washland</p> <p>2. Nationally scarce aquatic plants, relict invertebrates, assemblage of nationally rare breeding waterfowl.</p> <p>5. Bird assemblages of international importance.</p> <p>6. Water birds for potential future consideration</p>			<p>swamps and marsh.</p> <ul style="list-style-type: none"> • Diet – small aquatic invertebrates, parts of aquatic plants. <p>Bewick’s Swan</p> <ul style="list-style-type: none"> • Habitat preferences – lakes, ponds and rivers, also estuaries on migration. • Diet – plant material in water and flooded pasture. <p>Hen Harrier</p> <ul style="list-style-type: none"> • Habitat preferences – moor, marsh, steppe and fields. • Diet – mostly, small birds, nestlings and small rodents. <p>Whooper Swan</p> <ul style="list-style-type: none"> • Habitat preferences – lakes, marshes & rivers. • Diet – aquatic vegetation also grazes on land. <p>Black-tailed Godwit</p> <ul style="list-style-type: none"> • Habitat preferences – 	
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				<p>marshy grassland and steppe, on migration mudflats.</p> <ul style="list-style-type: none"> • Diet – invertebrates, some plant material. <p>Gadwall</p> <ul style="list-style-type: none"> • Habitat preferences – marshes, lakes, on migration also rivers, estuaries. • Diet – Leaves, shoots. <p>Pintail</p> <ul style="list-style-type: none"> • Habitat preferences – lakes, rivers and marsh. • Diet – omnivorous, feeds on mud bottom at depths of 10-30cm. <p>Pochard</p> <ul style="list-style-type: none"> • Habitat preferences – lakes and slow rivers on migration also estuaries. • Diet – mostly plant material, also small animals. <p>Shoveler</p> <ul style="list-style-type: none"> • Habitat preferences – 	
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				<p>shallow lakes, marsh, reedbed and wet meadow.</p> <ul style="list-style-type: none"> • Diet – omnivorous, especially small insects, crustaceans, molluscs and seeds. <p>Wigeon</p> <ul style="list-style-type: none"> • Habitat preferences – marsh, lakes, open moor, on migration also estuaries. • Diet – mostly leaves, shoots, rhizomes and some seeds. 	
Chippenham Fen Ramsar	<p>Criterion 1: Spring-fed calcareous basin mire with a long history of management, which is partly reflected in the diversity of present-day vegetation.</p> <p>Criterion 2: The invertebrate fauna is very rich, partly due to its transitional</p>	<p>Pressures and threats documented in the Fenland SAC Site Improvement Plan relate to the designated features of the SAC (see above) but are also likely to be relevant to the designated Ramsar features, particularly hydrological changes which are cited in the Ramsar Information Sheet.</p>	Not applicable.	<p>In general, the qualifying habitats of the Ramsar rely on:</p> <ul style="list-style-type: none"> • Key structural, influential and/or distinctive species, such as grazers, surface borers, predators to maintain the structure, function and quality of habitat. • Insect, such as bees and flies for pollination of flowering plants. • Habitat connectivity to 	<p>Inappropriate scrub control, cutting and mowing in several units contributing to unfavourable no change status.</p>

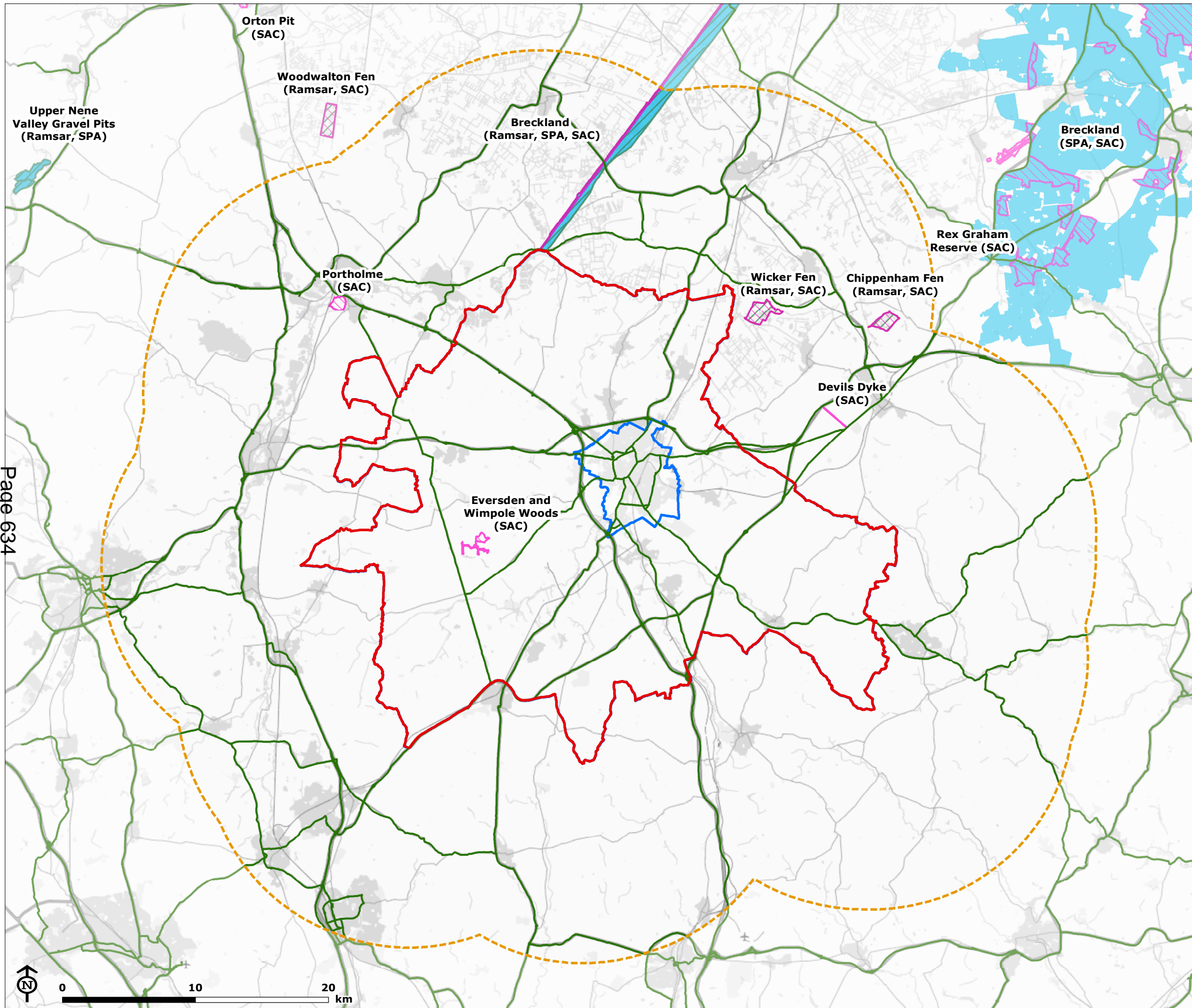
	<p>position between Fenland and Breckland. The species list is very long, including many rare and scarce invertebrates characteristic of ancient fenland sites in Britain.</p> <p>Criterion 3: The site supports diverse vegetation types, rare and scarce plants. The site is the stronghold of Cambridge milk parsley (<i>Selinum carvifolia</i>).</p>			<p>the wider landscape to allow for migration, dispersal and genetic exchange of species typical of this habitat.</p> <ul style="list-style-type: none"> • Management of habitats to protect, maintain and restore it. <p>In general, the qualifying species of the Ramsar rely on:</p> <p>Invertebrates</p> <ul style="list-style-type: none"> • Diets – flowering plants, organic matter and other invertebrate species for food resources. 	
Wicken Fen Ramsar	<p>Criterion 1: One of the most outstanding remnants of the East Anglian peat fens. The area is one of the few which has not been</p>	<p>Pressures and threats documented in the Fenland Site Improvement Plan relate to the designated features of the SAC (see above) but are also likely to be relevant to the designated Ramsar features, particularly</p>	Not applicable.	<p>In general, the qualifying habitats of the Ramsar rely on:</p> <ul style="list-style-type: none"> • Key structural, influential and/or distinctive species, such as grazers, surface borers, 	<p>Issues caused by inappropriate water levels and scrub control in some</p>

	<p>drained. Traditional management has created a mosaic of habitats from open water to sedge and litter fields.</p> <p>Criterion 2: The site supports one species of British Red Data Book plant, fen violet (<i>Viola persicifolia</i>), which survives at only two other sites in Britain. It also contains eight nationally scarce plants and 121 British Red Data Book invertebrates.</p>	<p>hydrological changes which are cited in the Ramsar Information Sheet.</p>		<p>predators to maintain the structure, function and quality of habitat.</p> <ul style="list-style-type: none"> • Insect, such as bees and flies for pollination of flowering plants. • Habitat connectivity to the wider landscape to allow for migration, dispersal and genetic exchange of species typical of this habitat. • Management of habitats to protect, maintain and restore it. <p>In general, the qualifying habitats of the Ramsar rely on:</p> <p>Invertebrates</p> <ul style="list-style-type: none"> • Diets – flowering plants, organic matter and other invertebrate species for food resources. 	<p>areas. WLMP in place to address these issues.</p>
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Appendix 3

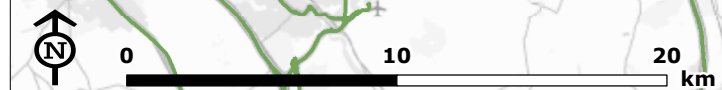
Map of Strategic Roads within Greater Cambridge

Appendix 3: Strategic roads within
Greater Cambridge



- South Cambridgeshire
- South Cambridgeshire 15km Buffer
- Cambridge City
- Strategic Roads
- Special Areas of Conservation
- Special Protection Areas
- Ramsar Sites

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Map Scale @A3: 1:280,000



Advice from Joint Local Planning Advisory Group, 1st October 2019, regarding Greater Cambridge Local Plan Issues & Options

Background

The first Joint Local Planning Advisory Group met on 1st October. The focus of the meeting was to discuss the proposed Greater Cambridge Local Plan Issues & Options draft text and proposed consultation activities. Recommendations from JLPAG are to be communicated to each council's separate democratic processes for discussion and formal agreement of the consultation documents.

Recommendations to JLPAG members included:

1. Note the Lessons Learned and Good Practice review (Appendix A)
2. Note the Statement of Consultation (Appendix B); and
3. Recommend to the respective council's decision-making processes that they should agree to consult on the Local Plan Issues & Options report text (at Appendix E) and supporting documents (at Appendices A, B, F, G and H).

Advice from Joint Local Planning Advisory Group

Having considered the papers, the recommendations from the JLPAG to the respective council's decision-making processes are as follows:

- Further work is required on the text of the Issues and Options document and on the questions included within it
- A further iteration of the document should be subject to additional appropriate scrutiny, ahead of the public consultation
- Consultation on the Local Plan Issues & Options stage should begin in the new year, January 2020.

These three points are expanded upon below.

Discussion informing JLPAG advice

Detailed points raised in the JLPAG discussion resulting in the above advice included the following:

Further work is required on the text of the document

- Structure of the document – this needs reviewing, taking into consideration its web and print forms, in order to attract and maintain the attention of readers
- Big themes – potential conflicts between these themes needs spelling out more clearly

- Growth – there should be explicit explanation of why no growth is not an option, given existing council commitments and government policy requirements.
- Spatial choices – these should be explained more fully
- Language – this should be reviewed to ensure it is more engaging and less technical

Further work is required on the questions included within the document

- Questions - should be framed consistently, allowing open responses on each issue
- Quantitative prioritising questions - for all themes these should be brought together as prioritisation of themes (top priority/high priority/low priority) is a relative issue
- Question 19 regarding spatial choices should be reviewed to allow those responding to provide answers involving a blend of options or percentage preference

A further iteration of the document should be subject to further appropriate scrutiny, ahead of consultation

- Given the scale of changes required it was considered that there was not sufficient time ahead of the publication of papers for the programmed Cambridge Planning & Transport Scrutiny Committee on 14 October for any changes to be made arising from JLPAG's discussion. Therefore, this meeting should be postponed to allow the Cambridge scrutiny committee to consider an evolved version of the document. The timing of the meeting would be in early November, therefore coinciding with the South Cambridgeshire Cabinet on 6 November.
- In addition to this, if further changes are required to the documents after these respective meetings, these could be discussed with the JLPAG with any changes confirmed through out of cycle Executive Decisions.

Consultation on the Issues & Options should begin in the new year

- The Christmas period should not be part of the consultation period as it would disrupt consultation communications.
- The consultation should start early in January 2020
- The consultation period should include a reasonable amount of time within the university term, as many members of the Cambridge community work to this calendar.

Background papers

Joint Local Planning Advisory Group papers, 1st October 2019

<https://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=492&MId=3762&Ver=4>

Appendix J: Scrutiny & Overview recommendations to South Cambridgeshire Cabinet

Extract from the Report of South Cambridgeshire Scrutiny and Overview Committee 17 October 2019 to South Cambridgeshire Cabinet 6 November 2019

1. The committee received and noted the Lessons Learned and Good Practice review, the Statement of Consultation and provided comments on the report and supporting documents:
 - Comments were provided on the formatting of the document, which some members found difficult to read; appendices needed to be labelled and the use of colour on colour needed to be avoided.
 - The importance of using plain English, avoiding acronyms and explaining these, as well as the need for a larger glossary, was highlighted.
 - Reassurance was sought that the Local Plan website would be fully accessible.
 - Concern was raised regarding water resilience and confidence on this issue needed to be provided to communities.
 - Consideration should be given in the Local Plan to future changes in society, about which there is uncertainty, such as the heating and cooling of houses, as well as ensuring there was enough electricity to meet future power demands.
 - The committee was keen to see that people from further afield geographically, who came to the district to work, were also consulted.

2. Cllr Heylings attended the meeting to provide comments as Chairman of the Climate and Environment Advisory Committee (CEAC):
 - The CEAC was positive about the issues and options document, including its focus on climate change and biodiversity issues.
 - Cllr Heylings requested a workshop be held to bring together bodies, including the Environment Agency, to look at the water cycle strategy. The idea of water neutrality should be discussed at this workshop and the environmental consequences of spatial choices made in the plan should also be looked at.

- Thought needed to be given to what we were trying to get out of the questions being asked in the document and whether they generated useful information.
 - Water efficiency should be addressed in the housing quality section, as well as in the climate change section.
3. The committee considered the proposed timing and length of public consultation. The committee favoured the consultation starting in January 2020 to avoid the Christmas period. If consultation started in January, the committee suggested that pre-consultation engagement should be undertaken. It was also suggested that the consultation document and questions be made available as far in advance as possible of the consultation start date. This would enable parish councils which may only meet once every two months, to start considering their consultation responses.