



17.02.2021

Report to:

Joint Development Control
Committee

Joint Director of Planning and Economic Development

Lead Officer:

North East Cambridge Area – Interim Transport Approach

Executive Summary

1. This report asks the Committee to endorse the intended approach to the assessment and consideration of traffic and transport impacts associated with development being undertaken across the North East Cambridge (NEC) Area Action Plan (AAP) area.
2. The approach has been developed jointly by the Shared Planning Service and County Council Transport teams. It is informed by the emerging evidence base for the AAP, including the A10 Study, which establishes that Milton Road is already at capacity. For the proper planning of the area, it is not appropriate to continue the approach of providing additional highway capacity to accommodate growth. Rather, new development must ensure there is no net increase in vehicle numbers on the surrounding road network. This is to be achieved through application of a vehicle trip budget, where the existing peak trips generated within the area are calculated and apportioned to the individual development sites.
3. The approach requires new development proposals to demonstrate how they will comply with their vehicle trip budget allocation. This will be through enabling significant public transport investment alongside delivery of measures to enable a shift to sustainable modes of transport, alongside other measures to deter car use. The approach also covers a range of measures the councils will seek to

apply should the trip budget go “off trajectory” once new development has been delivered.

Background

4. South Cambridgeshire District Council (SCDC) and Cambridge City Council (CCC) are jointly preparing an Area Action Plan (AAP) for North East Cambridge (NEC), which will form part of the statutory development plan.
5. The area proposed to be covered by the AAP is shown below. It includes land to the east of Milton Road – the area bounded by the A14, the railway and extending south to the Nuffield Road industrial area - and the west of Milton Road, including Cambridge Science Park (CSP) and Cambridge Regional College (CRC).

NEC Spatial Framework



6. The area east of Milton Road is one of the last remaining significant brownfield sites in Greater Cambridge, extending to almost a square kilometre. It has long been an ambition of the local councils to take advantage of the opportunity this site affords to regenerate this part of the city and to support the continued economic success of the local economy.
7. Policy 15 of the Cambridge Local Plan, and Policy SS/4 of the South Cambs Local Plan, allocate the area for high quality mixed-use development, primarily for employment uses such as B1, B2 and B8, as well as a range of supporting

commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).

8. The local plans do not specify the amount of development, site capacities, or timescales for development, deferring such matters to the preparation of the joint AAP. This is because the planning of the area is affected by uncertainty over the future of the Anglian Water Waste Water Treatment Plant (WWTP), which covers a significant part of the area and is a significant constraint on development of adjoining land.
9. Since the local plans were adopted the City Council has secured funding, through the Housing Infrastructure Fund (HIF), to assist with the relocation of the WWTP off site. The vacated WWTP site together with land around Cambridge North station, Cambridge Business Park, St John's Innovation Park, Cambridge Science Park and other land, will, in accordance with development plan policy, provide the opportunity for the creation of a new city district which can make a significant contribution to the future housing and employment needs of Greater Cambridge.
10. To recognise this opportunity, the councils have been preparing a joint AAP to guide the type, mix and location of development, ensuring this is coordinated, manages transport requirements, and delivers on a shared future vision of the place.
11. Following consultation on a preferred option draft of the AAP from a 27 July to 5 October 2020, the pre-submission document is being prepared for reporting to both authorities later in the year.
12. In the meantime, however, proposals are being promoted through planning applications by some landowners for expansion, intensification, and consolidation of some of the sites across the NEC area. Responses to the AAP consultation from communities, have already raised concerns about the transport implications arising from the AAP vision. These emerging proposals are in some cases, significant in scale and have the potential to impact upon the already challenging traffic conditions in the area. These proposals, if treated in a piecemeal way, will harm the delivery of the AAP vision and objectives. Policy 15 and SS/4 of the Cambridge City Council and SCDC Local Plans respectively, seek to ensure a coordinated approach to development of the area, and given the existing transport conditions and recent investigations as part of the A10, officers consider that it would be desirable to confirm an approach to such applications, in recognition of the ambition to not "sterilize" the AAP area from development, whilst satisfying Local Plan and community objectives to identify transport impacts, including the cumulative effects on transport and manage them effectively.
13. The councils wish to see early delivery at NEC but, the councils consider that the future development context of NEC must be plan-led and not determined through planning applications for individual sites ahead of the AAP. Officers accordingly are seeking the Committees endorsement of the approach being set out, which has been developed by County Highway and Planning Officers, with input from the development in an effort to offer re-assurance about the management of the

cumulative effects of development likely to come before the committee in the next couple of years.

Transport Issues

14. The NEC area is complex with a variety of developer interests, all with aspirations for developing their sites. The Ely-Cambridge Transport Study Preliminary Strategic Outline Business Case, which concluded in January 2018 specifically considered this area and made a number of recommendations which included:
 - Providing a form and mix of development that enables access to many services and facilities by residents, workers, and visitors to be made locally or without the need to travel by car;
 - Provision of significantly lower levels of car parking than has been traditionally provided, particularly for employment;
 - A policy of demand and parking management for developments in the area;
 - A move away from the traditional approach of predicting the level of unrestrained trip generation and then providing highway capacity mitigation to accommodate the predicted level of trip making; and
 - A move towards a vehicular trip budget for the A10 Corridor and NEC area which will help to control the number of vehicular trips accessing the sites.
15. These recommendations have been investigated further through work to provide a specific transport evidence base to support the AAP (the North East Cambridge Area Action Plan Transport Evidence Base (September 2019)).

Transport Principles

16. The County Council and Shared Planning Services have established their position in a NEC Transport Position Statement. This was reviewed and revised in February 2021 and is attached at Appendix A. Its purpose is to ensure that development proposals within the above area, that come ahead of the NEC AAP submission, do not prejudice or frustrate the delivery of the strategic transport solution or wider development aspirations of the NEC AAP area.
17. Fundamentally the position highlights that the authorities will not consider future development proposals unless they (i) present proposals as part of a clear area-wide transport strategy, (ii) address cumulative impacts (transport, noise, air quality), and (iii) accord with the following key transport principles:
 - A) Future growth will need to be delivered in a way that does not add additional car trips to the network. This will require developments to come forward with significant sustainable travel enhancements, demand management measures and adherence to a strict 'trip budget' for an area. If an area shows no signs of being able to meet its trip budget, then development within an area will halt until this is resolved.
 - B) Applications within the area must seek to reduce or at worst equal current peak hour vehicle trip generation and should include measures to further reduce this over time.

- C) Applications in the area must have a significantly reduced parking allocation / ratio for employment and housing. Guidance on parking ratios is provided within the Transport Evidence Base report.
- D) Developers for an area should submit a NEC or sub area-wide Transport Strategy that demonstrates how their individual application fits into the wider masterplan for the sub area or NEC area as a whole (including reductions in overall parking provision as necessary). This approach has been used successfully in Broad Concept Masterplan areas, which require a masterplan and Transport Assessment for the whole area before individual elements can come forward.
- E) Each proposal within the AAP area should consider the impacts of cumulative development and provide effective mitigation. Development within the NEC area is required to make financial contributions towards strategic infrastructure. The total strategic contribution from the AAP developers is forecast to be circa £110 million. The final amount, and its apportionment will be determined by the development quantum proposed.
- F) Proposed development must not lead to unacceptable air quality.
- G) Developments should indicate how they will engage with and support the promotion of walking and cycling to and from key nodes – and within the area
- H) Proposals will be expected to provide for future “area wide” travel planning initiatives as part of the AAP which would seek to ensure a coordinated approach to travel planning across the whole of the site, rather than rely solely on site specific travel plans.

Controlling Development Trips

- 18. The authorities have identified the importance of a vehicle ‘trip budget’ approach to the growth, essentially restricting the total number of peak trips from the development. This precedent has been secured through the Waterbeach New Town development.
- 19. To achieve this, new developments will be subject to a strict trip budget which will limit the number of external trips allowed to and from each site in the peak period. Development would not normally be supported if proposals exceed the trip budget, and exceedance of the trip budget would halt development.
- 20. The Transport Evidence Base indicates that, irrespective of the level of development, the highway network could only support cumulative AM peak hour vehicle movements of 3,900 two-way trips (3,000 PM) from sites in the AAP area. This essentially equates to a ‘no net increase’.
- 21. Through the pre-application and transport assessment scoping stages of the application a trip budget will be proportioned amongst the NEC area in

accordance with the total anticipated size of each area (current and future) in accordance with the total quantum of development identified within the AAP.

22. With this level of vehicle trips, only minor changes to Milton Road accesses would be required – with no other significant off-site highway mitigation. The bulk of the mitigation would be the measures that improve the attractiveness and connectivity of other sustainable modes of travel to achieve the trip budget.

Sustainable Travel Enhancements

23. The significant sustainable travel enhancements required are set out below. These measures have been identified through the NEC Transport evidence base, although further measures to meet the trip budget will also be considered. These measures will be expected to be included in, and enabled by, developer proposals. The only way to do this effectively is to take a holistic view of the development area.

Internal	<ul style="list-style-type: none"> ○ Sustainability focused master-planning / urban realm ○ Segregated high quality and safe crossing point(s) on Milton Road (could take the form of a green bridge connecting the NEC on both sides of the road, a tunnel under the roadway, and/or other grade separated solutions) ○ Safe crossing points on the busway ○ Access/egress controls to limit access from egress to the local Highway ○ Intra-site shuttle system ○ NEC parking strategy ○ Travel Plan Measures and Travel Monitoring (including e-bikes / e-scooters, incentive programmes, transport subsidies, smartphone apps / information messaging, car sharing, home working / hot-desking culture) ○ Potential changes to development mix / quantum to reduce trip budget impact and increase internalisation levels ○ Marketing support to attract residents to the area that are more likely to use alternative travel modes other than car
Local	<ul style="list-style-type: none"> ○ New segregated public transport link from Milton Road P&R to site avoiding interaction with Milton Road and including shared pedestrian / cycling facilities ○ Additional P&R spaces at key locations, recognising that demand for these might reduce in the longer term should demand responsive feeder services be provided ○ Park and cycle opportunities at P&R locations ○ P&R shuttle system ○ Variable Message Signage (VMS) at key locations
Strategic	<ul style="list-style-type: none"> ○ Deliver a segregated mass transit link that also links to the Busway (HQPT and CAM) ○ Implement Milton GCP Corridor ○ Implement A10 Greenway and wider Greenway network

- Implement Chisholm Trail
- Rail frequency uplifts (NR – Ely Junction works required)
- Additional public transport services (including buses and rail but, in the medium term, taking advantage of the benefits that future forms of mobility and rapid transport will bring)
- Delivery of already planned cycle improvements including the Waterbeach Greenway and the Chisholm Trail
- Plugging gaps in the wider cycle network to enhance routes to key residential areas
- Alignment with any demand management measures that might emerge via the GCP's consideration of wider measures for Greater Cambridge.

24. To facilitate the ease of interchange between different transport modes, consideration will need to be given to provision of well-designed mobility hubs.

Car Parking Management

25. Restrictive car parking will be key. A comparative exercise shows that new development needs to (and can) achieve significantly different parking ratios to the approved Local Plan in order to enable proposals to fall within the trip budget methodology:

- 1 space per 84-128 sqm of employment floorspace (or even lower where possible)
- 0.5 spaces per dwelling (or even lower where possible, maximising opportunities for car-free dwellings)

26. For sites that already have substantial car parking provision, the approach is to require a phased reduction in parking spaces as sites are intensified and area-wide sustainable transport accessibility is achieved. To support the delivery of low parking levels, developers should also support the provision of car clubs, pool vehicles, and subsidised travel, including bike purchase schemes. Such provision will need to be set out in the area-wide and site-specific Travel Plans and the provisions therein secured by way of S106 Agreement.

27. To avoid displaced parking developers/authorities would need to monitor surrounding area (Chesterton East, West and South, and the King's Hedges areas to the south and Milton to the north), with measures to identify and eliminate informal parking (e.g. through contributions towards the consultation and implementation of Controlled Parking Zones).

28. Where people accessing NEC do not currently have the ability to do so using sustainable modes of travel, the strategy seeks to intercept these trips on route or at the boundary of the AAP area. This includes exploring the opportunities for increasing patronage of Park & Ride sites and enhanced facilities such as cycle parking and variable messaging on the A14 and A10 approaches. For deliveries, parcel hubs will enable last green mile services.

29. Finally, we expect the NEC road hierarchy and development layout within the existing and future development areas to enforce behavioural change, through exploring the development and use of car barns to service areas rather than on-plot or on-street parking or large areas of surface car parks. Likewise, no-through routes for non-essential vehicles and lower speed limits, priority for walking and cycling, and innovative use of landscape will also improve the quality of travel experience for non-car users and reduce the attractiveness of on plot car parking compared to more sustainable alternatives.

Physical Controls

30. If necessary, the authorities will consider methods of physically controlling site trips, including through signalling or highways works.

Developer Financial Obligations

31. It is recognised that the growth cannot be delivered unless the area achieves a behavioural transformation. As set out above, this will be impossible without significant investment in on and off-site transport infrastructure. Developer funding will be essential to enable this.

32. Current estimates assume a sustainable area-wide package requiring circa £110 million of developer funding, subject to further modelling and the final details of the package of measures.

33. All developers will be required to contribute towards this package. As with other sites along a corridor, a formula approach will be applied to ensure costs are apportioned equitably. The inputs to the formula will inevitably need to be refined as detailed transport evidence is provided, and further details are known about the package costs.

Further Engagement

34. The authorities have requested that those developers seeking to bring forward development in this area embrace the above approach and engage meaningfully in further refinement of the approach alongside preparation of the final draft of the AAP. All of the developers have provided a high-level indication of their growth aspiration/profile and the potential transport measures they see as being required to support the development and its phasing. This will allow all interested parties (including GCP and the Combined Authority) to fully understand and input to the specific and cumulative transport implications of the proposals and to share the collective responsibility for the early realisation of the vision for the area.

35. These measures will be the subject of further modelling and sensitivity testing to ensure the range of internal, local, and strategic measures are capable of achieving the residential vehicle mode share targets of 19%, and employment targets of 29%. The objective of the work is also to understand where pressures lie with the vehicle trip budget or parking budget, and to work through this with developers. This is also key to avoiding piecemeal proposals.

Recommendation

36. That the Committee endorse the intended approach to the assessment and mitigation of transport effects from developments taking place within the North East Cambridge Area Action Plan area, and in particular, the key development principles (A-H) at paragraph 16, and the revised Transport Position Statement at Appendix A, as a material considerations for all major development coming forward for determination ahead of the Area Action Plan.

Background Papers

[The Ely-Cambridge Transport Study Preliminary Strategic Outline Business Case \(January 2018\)](#)

[North East Cambridge Area Action Plan Transport Evidence Base \(September 2019\)](#)
[Draft North East Cambridge Area Action Plan 2020](#)

Appendices

Appendix A: Cambridge County Council revised NEC Transport Position Statement, February 2021

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APPENDIX A – Transport Position Statement

Transport Position Statement:

Approach to planning applications on the A10 northern corridor

DATE: February 2021

Purpose

To outline the approach to be taken by Cambridgeshire County Council (CCC) as the Highway Authority and the Greater Cambridge Shared Planning as the Local Planning Authority (LPA) in the consideration of planning applications on the A10 corridor between Stretham and Cambridge. (Whilst a shared planning service, the two authorities have their own planning responsibilities). This relates particularly to the North East Cambridge (NEC) area ahead of the adoption of an Area Action Plan (AAP). This area includes Cambridge Science Park and the area between Milton Road and the River Cam to the east.

CCC has established its position to ensure that development proposals within the above area, that come ahead of the NEC AAP submission, do not prejudice or frustrate the delivery of the strategic transport solution or wider development aspirations of the NEC AAP area. Fundamentally the position highlights that:

- The authorities will not consider future development proposals unless they (i) present proposals as part of a clear area-wide transport strategy, and (ii) accord with the key development principles set out at the end of this statement.
- Future developments will need to (i) adopt an innovative approach to sustainable transport, parking and demand management, and (ii) - will be subject to a clearly defined trip budget. These matters will be informed by the AAP transport evidence and are summarised below.
- Applications that do not satisfy the above requirements will not be supported by the LPA or Highways Authority.

Background

North East Cambridge is one of the last remaining major brownfield sites in Greater Cambridge and it has long been an ambition of the local councils to take advantage of the opportunity this site affords to regenerate this part of the city and to support the continued economic success of the local economy. The Government announced in March 2019 the allocation of £227M from the Housing Infrastructure Fund for the relocation of the Water Recycling Centre.

The NEC area continues to make an important contribution to the Cambridge cluster of research and high-tech. The A10 corridor is to the north of Cambridge and suffers from peak time congestion between Ely and Cambridge. Towards Cambridge the A10 is at capacity between the A14 interchange and the Kings Hedges Road junction. This can

have an impact on the surrounding network in both peaks and leads to congestion exiting the Science Park in the PM peak.

In terms of noise from the A14, an assessment that includes noise mitigation along the A14 stretching beyond the River Cam has concluded that daytime decibel levels of between 50-55dB are achieved and are acceptable for an edge of urban area in close proximity to the A14.

The on-going air quality modelling assessment indicates that traffic related air pollution is not a significant constraint to the development based on the current National Air Quality Objectives, however it is recommended that sensitive development / relevant receptors are not introduced to areas that are shown to (or are forecast to) exceed the NAQO's. Such receptors include residential dwellings, schools, hospitals and external amenity space. Average modelled concentrations range between 18-25µg/m³. With the highest levels recorded alongside the A14, Nuffield Road and Milton Road. Should the NQO of 20µg/m³ be introduced as the recently enacted Environment Bill, parts of the study area may be unsuitable for sensitive developments. The areas that are forecast to be impacted by this are as follows:

- Cambridge Science Park and area of Cambridge Regional College (in its' entirety)
- St John's Innovation Park (a portion of St John's Innovation Centre) and
- A strip of land in the southwest of the NEC area close to the Milton Road carriageway

Cambridge Guided Busway services are frequent but are overcrowded at peak times, and serve only the Northstowe to St Ives corridor. Since the opening of Cambridge North railway station in May 2017 the number of passengers using the new station has risen substantially, with half a million passengers using the station in the first year of opening. In 2018/19 this has increased to 813,000 entries and exits. The introduction of 8 carriage trains in 2020 will significantly increase rail capacity on the London to Kings Lynn corridor.

Barriers to easy pedestrian and cycle connectivity to this area include the mile distance between Cambridge North railway station and much of the Science Park, the severance impact of Milton Road, Cambridge Guided Busway, inward facing and fenced off business parks, the A14, the railway and River Cam. These will be only partly addressed through the completion of the Greater Cambridge Partnership (GCP) Milton Road corridor cycle and bus improvements, and the Chisholm Trail cycle route connection to central Cambridge, and the Waterbeach Greenway to Waterbeach.

Overall the 2011 census details that the mode share for the NEC is 71% by private car with half of employees having no viable public transport option, (90% of these people travel to the site by car). The Cambridge Science Park has made significant progress in reducing the car mode share since the 2011 census, however, the abundance of parking with few demand controls in place strengthens the link between parking and car use.

NEC Planning policy

The North East Cambridge area is mostly made up of land to the east of Milton Road and the Cambridge Science Park to the west. The planning policies for NEC are set out in both Cambridge and South Cambridgeshire Local Plans (2018) as a high quality mixed use employment-led development with a range of supporting uses. The Local Plans state that appropriate proposals for employment development and redevelopment on

Cambridge Science Park will be supported, where they enable the continued development of the Cambridge Cluster of high technology research and development companies. Proposed development within NEC will also be required to reflect guidance set out in the Sustainable Design and Construction SPD 2020.

The boundary of the new NEC area, along with the amount of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for the area.

SCDC and Cambridge City Council have approved a Greater Cambridge Local Development Scheme (LDS) setting out a programme for the development of an Area Action Plan (AAP) that covers NEC. It is envisaged the preparation of the Proposed Submission AAP will be completed by summer/autumn 2021 but consultation would be delayed until the successful completion of the Development Consent Order (DCO) process into the relocation of the Anglian Water Waste Water Treatment Plant (WWTP), because of the need at Examination to be able to demonstrate that the development proposed on the site could be delivered. The Proposed Submission AAP is likely to be published in Autumn/Winter 2023, and then be Submitted for Examination in Spring 2024.

It is worth noting Cambridgeshire and Peterborough Mineral and Waste Local Plan contains a number of policies that concern parts of NEC. These include the safeguarding of two rail heads for the transportation of materials into the county. Both the rail heads and the HGV movements onto Milton Road to access the wider highway network, need to be accommodated as part of future development of the site. Development adjoining or near to the rail heads needs to be suitable so not to prejudice this land use. (Note, The Minerals and Waste Local Plan is currently being updated. The rail heads are proposed to be retained.)

Transport issues

The NEC area is complex with a variety of developer interests, all with aspirations for developing their sites. The Ely-Cambridge Transport Study Preliminary Strategic Outline Business Case, which concluded in January 2018 specifically considered this area and made a number of recommendations which included:

- Providing a form and mix of development that enables access to many services and facilities by residents, workers and visitors to be made locally or without the need to travel by car.
- Provision of significantly lower levels of car parking than has been traditionally provided, particularly for employment;
- A policy of demand and parking management for developments in the area;
- A move away from the traditional approach of predicting the level of unrestrained trip generation and then providing highway capacity mitigation to accommodate the predicted level of trip making; and
- A move towards a vehicular trip budget for the A10 Corridor and NEC area which will help to control the number of vehicular trips accessing the sites.

These recommendations have been investigated further through work to provide a specific transport evidence base to support the AAP. This report is titled North East

Cambridge Area Action Plan Transport Evidence Base (September 2019). This report examined several future growth scenarios which are summarised in the table below.

	Existing	HIF Scenario	Option1	Option 2	Option3	Option 4
Jobs	12,000	18,900	18,200	23,200	27,000	23,200
Dwellings	n/a	9,200	5,500	6,650	7,600	8,700

Trip Generation and Trip Budget

It is clear that the only way that the comprehensive and sustainable delivery of the AAP can be achieved is if sites **significantly reduce their vehicle trip generation, below current levels.**

To achieve this, developers will be subject to a strict trip budget which will limit the number of external trips allowed to and from each site. Development will not be permitted if proposals exceed the trip budget, and exceedance of the trip budget would halt development. **This trip budget accords with baseline movements to ensure that new development does not produce a net-vehicle increase.**

The vehicle trip budget for the NEC area, to ensure a no-net increase on the baseline is:

- **AM Peak: 3,900 two-way trips**
- **PM Peak: 3,000 two-way trips**

Of the AM budget the inbound employment based trips are 2,882 with most of these inbound and 1,018 residential with most of these outbound.

The trip budget will be proportioned amongst the NEC area in accordance with the total anticipated size of each area (current and future). Vehicle flows will require monitoring for each area against the trip budget.

With the exception of relatively minor highway works at Milton Road accesses the scenario above does not require major highway mitigation. To achieve the above there will need to be significant investment in enhancing the sustainable travel options.

Parking

As the transport evidence shows, this significant new urban quarter cannot be sustained with a 'traditional' approach to trip generation and parking. We have therefore adopted an innovative approach to accommodate the scale of development desired by the landowners. This will require a significantly restrictive and carefully managed approach to car parking.

The Evidence Base report indicates that, in order to comply with the trip budget, when fully built out the area should not provide total employment parking in excess of 4,185 spaces (or **4,800** spaces when accounting for the 85% utilisation rate).

The total parking budget will be proportioned amongst the NEC area in accordance with the total anticipated size of each area (current and future).

The Evidence Base report includes an overall parking standard for the area as a range, which is dependent upon the growth scenarios. **It is essential that (i) each of the existing areas significantly reduce their existing parking allocation / occupancy and (ii) areas of growth take a restrictive approach to car parking, in order to achieve the AAP growth objectives.**

Cumulative Development

Each area within the AAP should demonstrate how it will fulfil the wider ambition of the AAP masterplan in terms of movement and connectivity. This will need to be demonstrated through masterplans of each development area, to enable the wider masterplan for the AAP area.

The NEC AAP Transport Evidence Base report of September 2019 details a comprehensive list of internal, local, and strategic transport interventions. These are presented in Table 55 of this report and have been identified as they would help to support the delivery of the ambitious mixes of development under consideration for the area. Development within the NEC area is required to make financial contributions towards this infrastructure.

The total strategic contribution from the AAP developers is forecast to be £110 million. The final amount will be dependent upon the transport schemes and costs as they are progressed. The apportionment will be determined by the development quantum proposed.

Development Principles

The following development principles will guide future applications and ensure that the piecemeal development of the area does not prejudice the future development of neighbouring sites or frustrate the delivery of the development aspirations for the wider NEC AAP area.

- **1:** Highway capacity is 'maxed-out', so any future growth will need to be delivered in a way that does not add additional car trips to the network. This will require developments to come forward with significant sustainable travel enhancements, demand management measures and adherence to a strict 'trip budget' for an area. If an area shows no signs of being able to meet its trip budget then development within an area will halt until this is resolved.
- **2:** Applications within the area must seek to reduce or at worst equal current peak hour vehicle trip generation, and should include measures to further reduce this over time.
- **3:** Applications in the area must have a significantly reduced parking allocation / ratio for employment and housing. Guidance on parking ratios is provided within the Transport Evidence Base report.
- **4:** Developers for an area should submit a NEC or sub area-wide Transport Strategy that demonstrates how their individual application fits into the wider masterplan for the sub area or NEC area as a whole (including reductions in overall parking provision as necessary). This approach has been used successfully in Broad Concept Masterplan areas, which require a masterplan and

Transport Assessment for the whole area before individual elements can come forward.

- Each proposal within the AAP area should consider the impacts of **cumulative development** and provide effective mitigation. Development within the NEC area is required to make **financial contributions** towards strategic infrastructure.
 - The total strategic contribution from the AAP developers is forecast to be **£110 million**. The final amount, and its apportionment will be determined by the development quantum proposed.

■ **5: Proposed development must not lead to unacceptable air quality**

Proposals that fail to comply with the above principles will not be supported by the LPA or Highway Authority.

The LPA and Highway Authority will not support proposals that fail to consider principles outlined in the Planning Policy Position Statement and Environmental Position Statement.

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