

Mission S^t/

/ Environmental Statement:
Non Technical Summary.

BGO Newton Proco Limited
– Applicant

A Partnership Between

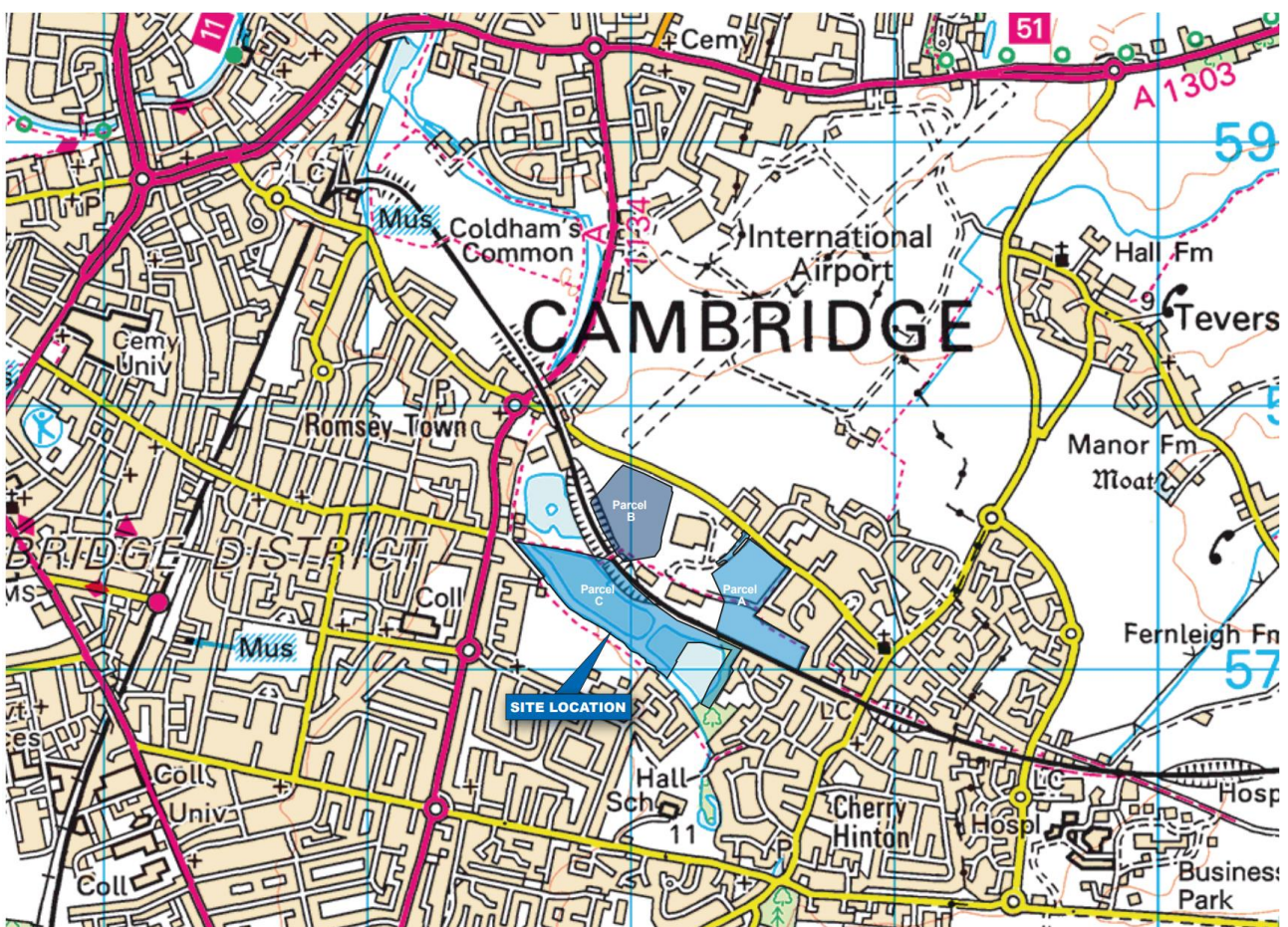
 **BGO** Mission S^t/

1 . INTRODUCTION

BGO Newton Propco Limited ('the Applicant'), is seeking to obtain planning permission to redevelop a site of approximately 24.55 hectares located to the south of Coldham's Lane, Cambridge (the 'Planning Application Boundary'), as shown on **Figure 1**. The Planning Application Boundary is made up of two distinct parcels of land, known as Parcels A and C, these are illustrated on **Figure 2**.

For the purposes of the Environmental Impact Assessment (EIA) only, additional land forming part of the wider masterplan known as Parcel B (see **Figure 2**) is also considered as part of the EIA (where relevant) and comprises an additional 8.04 hectares of land located to the north of the Planning Application Boundary. Both the 'Planning Application Boundary' and the 'Additional land forming part of the wider masterplan known as Parcel B' comprises the 'EIA Project Boundary' which comprises a total of 32.59 ha of land ('the EIA Project Site').

Figure 1: Location of the EIA Project Site



The EIA Project Site falls within the administrative boundary of Cambridge City Council (CCC) and is designated as part of an 'Area of Major Change' in CCC's adopted Local Plan. The Applicant is seeking permission for research and development employment spaces within Parcel A of the EIA Project Site and recreation and ecological enhancements within Parcel C. The proposals are hereafter referred to as 'the Proposed Development'.

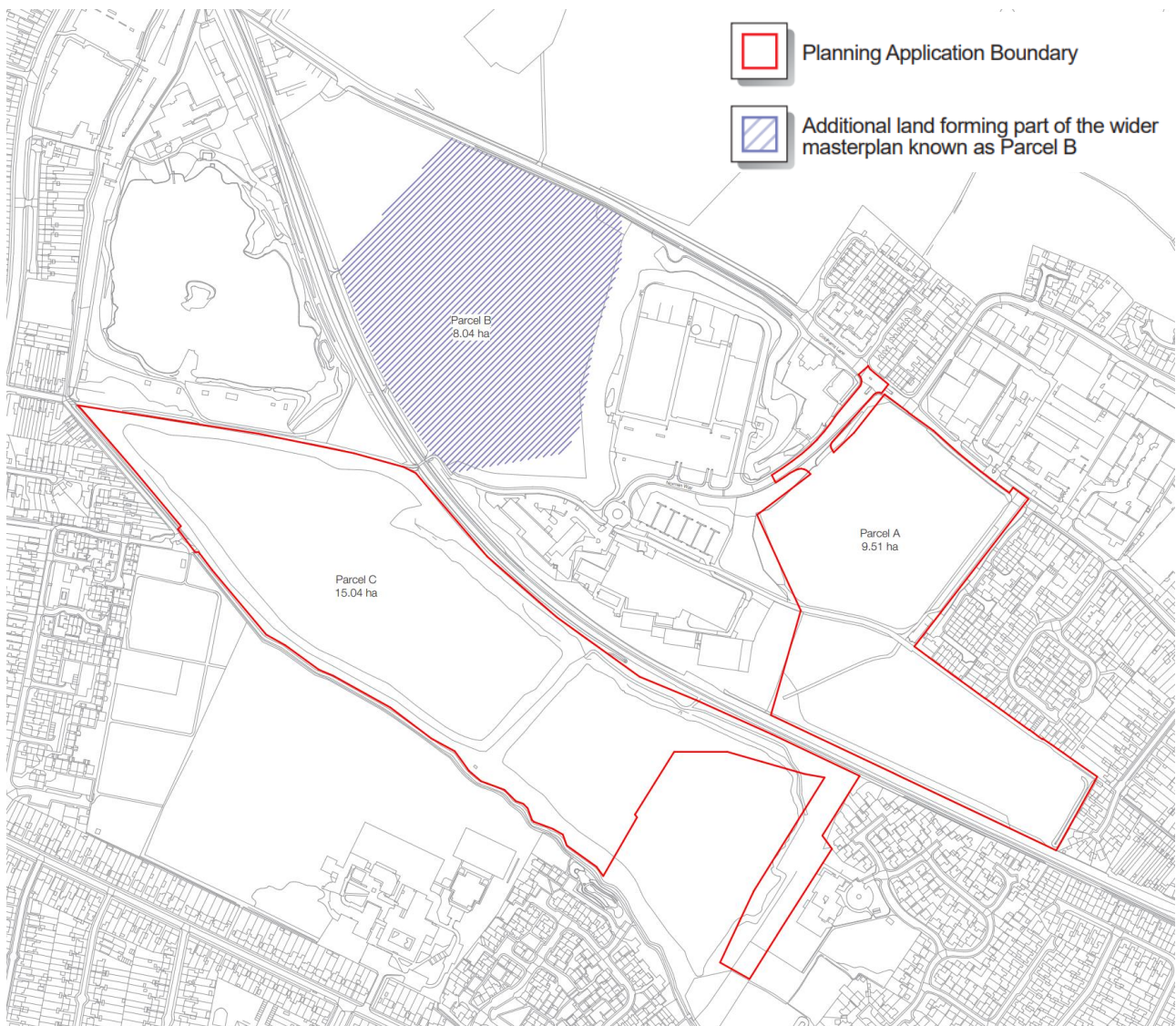
The works within Parcels A and C will require planning permission and are therefore included within the red line of the Planning Application Boundary. In addition to the Proposed Development, ecological enhancements will be provided on Parcel B (see **Figure 2**). Parcel B is located immediately south of Coldham's Lane. The works proposed within Parcel B (the Parcel B Proposals) do not require planning permission and therefore are excluded from the Planning Application Boundary and the planning application.

The Parcel B Proposals comprise ecological enhancements and limited managed access and whilst they are not included within the Planning Application Boundary, the Parcel B Proposals together with the Proposed Development comprise 'The Project' that have been assessed (where relevant) within the Environmental Impact Assessment (EIA) undertaken and reported within the Environmental Statement (ES).

An EIA has been undertaken by Waterman to assess the potential environmental effects of The Project. The findings of the EIA are reported in the ES which has been submitted in support of the planning application. The ES describes the likely significant environmental effects of The Project.

This Non-Technical Summary (NTS) provides a summary of the findings of the EIA in non-technical language.

Figure 2: EIA Project Boundary



2. ENVIRONMENTAL IMPACT ASSESSMENT METHODOLOGY

EIA is a process which aims to ensure that the likely significant environmental effects of a proposed development (which can be beneficial or adverse) are assessed and understood when it is being considered whether a planning application should be approved. In accordance with the relevant legislative requirements and best practice guidelines, the EIA was undertaken using established methods and assessment criteria. This included visits to EIA Project Site, along with surveys, data reviews, consultation with all relevant

statutory authorities, computer modelling and specialist assessment undertaken by a team of qualified and experienced consultants.

Given the size, location and potential impacts of The Project, the Applicant has submitted the ES voluntarily; that is without asking the CCC to screen if one was required or not. The first stage of the EIA process for The Project, involved undertaking a scoping study. The purpose of the study was to identify the potentially significant environmental effects associated with The Project, in order that the EIA would focus on these issues and enable the scope of assessment to be identified and agreed with CCC. The EIA Scoping Report, which presented the findings of the scoping study, was prepared by Waterman and submitted to CCC on 28th April 2023 to support a request for their 'Scoping Opinion'. A formal scoping opinion was received from CCC on the 7th June 2023 which agreed that the following topics should be included in the EIA:

- Socioeconomics;
- Transport and Access;
- Noise and Vibration;
- Air Quality;
- Ground Conditions and Contamination;
- Ecology;
- Water Resources;
- Cumulative Impacts;
- Summary of Residual Effects; and
- Townscape and Visual Effects.

Each of the above topics is reported in the ES, with a chapter or volume (in the case of Townscape and Visual Effects) dedicated to each topic. The assessment scope requested by CCC in the Scoping Opinion has been incorporated into the relevant methodology of each technical assessment.

In each topic chapter or volume, a description of the assessment methodology is given together with the relevant environmental conditions on and close to the EIA Project Site and the likely significant effects of The Project. Some topics, such as climate change and health, are covered within multiple topics and are sign posted within the ES. A chapter on the combination of effects across multiple topic areas on different receptor groups has also been provided, with an assessment of the effects combined with other nearby developments also undertaken.

Each chapter describes the measures that would be incorporated to avoid, reduce, or offset any identified likely adverse effects. Such measures are referred to as 'mitigation measures'. Opportunity to enhance likely beneficial effects have also been identified where appropriate. The resulting effects (known as 'residual effects'), following the implementation of mitigation measures, are also described. Any monitoring required to ensure mitigation measures are effective is also set out.

The detailed drawings for Parcel C and parameter plans and detailed drawings for Parcel A collectively, set out the land use quantum, site layout, access, height and footprint of proposed buildings and the landscape and ecological arrangements for the Proposed Development. This is what has been assessed in the EIA undertaken (alongside the Parcel B Proposals).

The planning application for the Proposed Development is 'hybrid'. For most of Parcel A, the proposals are being submitted in outline meaning that the 'principles' are to be agreed and details such as landscaping and building materials would be agreed by future 'reserved matters' planning applications. However, for the Hub Building (Building 4) with associated car and cycle parking, Building 3 and the Mixer Building (Building 9) for community uses in Parcel A, and the landscaping and access within Parcel C, full planning permission is sought and more detail is provided as to the location of structures and landscaping.

Given the Parcel B Proposals comprise ecological enhancements and limited managed access only, the majority of technical topics assessed focuses on the Proposed Development only as no significant environmental effects to that particular topic are anticipated as a result of the Parcel B Proposals. This approach used in the ES follows through into this Non Technical Summary.

3. EIA PROJECT SITE AND DEVELOPMENT DESCRIPTION

Within the Planning Application Boundary

The EIA Project Site was quarried for Chalk Marl between the 1920s and 1980s. Subsequently Parcels A was filled with household, commercial and industrial waste between the late 1960s and the 1990s, followed by the collection of landfill gas for some time after this. Rather than being backfilled, the former quarry on Parcel C was filled with water, forming two lakes, known as East Lake and West Lake.

Parcel A is currently undeveloped and is locally designated as Coldham's Lane Old Landfill Site City Wildlife Site (CiWS), and is covered by disturbed ground, trees, shrubs and hedgerows. The Tins Public Right of Way (PRoW) runs through Parcel A from east to west, and access for vehicles is provided from the Coldham's Lane frontage. There is also, currently a children's play area within the eastern boundary of Parcel A, near The Tins, which is accessible from Kathleen Elliot Way.

Parcel C mainly comprises two large lakes, which are currently not accessible to the public, although the West Lake is currently used by an angling club and has controlled access. There is a small car park accessible from Brookfields and Burnside Road, which is used solely by the angling club. Parcel C is designated as Norman Cements Pits CiWS. Cherry Hinton Brook, a chalk stream runs within the southern boundary of Parcel C is also designated as a CiWS.

Additional Land within the EIA Project Site

In addition to the above existing land uses, whilst Parcel B is outside of the Planning Application Boundary, for the purposes of the EIA it is within the EIA Project Boundary. While Parcel B forms part of the EIA Project Boundary, where relevant it is also referred to as 'off-site' as it is outside of the Planning Application Boundary.

Existing access to Parcel B is provided off Coldham's Lane to the north, although currently there is no public access to Parcel B. Parcel B is undeveloped and currently comprises of mainly of semi-improved grassland with some interspersed scrub. There are small sections of damp ruderal vegetation, particularly along the southern edge. Hedgerow is present along the northern and western boundary of Parcel B. Some scattered trees are also present along the edge of the northern boundary.

Surrounding the EIA Project Site

The EIA Project Site is surrounded by predominantly residential areas to the east, west and south, with commercial uses and Cambridge Airport to the north. The Cambridge to Newmarket railway line runs between Parcel C (to the south) and Parcels A to the north. To the north of Parcel A, on the opposite side of Coldham's Lane is a business park and to the east of Parcel A are residential houses. Parcel B is located approximately 240m west of Parcel A. Parcel B is to be retained and enhanced for ecological purposes.

David Lloyd Leisure and Holiday Inn Express lie between all three Parcels. The Tins runs through Parcel A and passes adjacent to the south of Parcel B, over the railway line and adjacent to the north of Parcel C, connecting Cherry Hinton to the City Centre.

Part of the land adjacent to the west of Parcel B has been reserved for landing light infrastructure associated with Cambridge City Airport and is therefore excluded from Parcel B. The nearest surface water body, other than the lakes and Cherry Hinton Brook within the EIA Project Site, is the water body located adjacent to the west of Parcel B (and adjacent to the north of Parcel C), known as Territorial Army Lake. There are five schools surrounding the EIA Project Site.

Proposed Development

Parcel A

Parcel A would be redeveloped to provide office space as well as research and development facilities (up to 117,801 sqm in total). New areas of public open space would be provided, with either a retained or re-provided children's play space. The Tins would be maintained, the north and south areas of the Parcel would be connected with an overbridge. Dedicated parking spaces for cars, and cycles are also to be provided.

As the proposals form a hybrid application, Parcel A would accommodate detailed proposals for Building 3 (Research and Development), the Hub Building (Building 4) & the Mixer Building (amenity pavilions) with associated car and cycle parking, landscaping, infrastructure and associated works. The hub building is designed to accommodate the associated car, cycle parking, and associated end of journey facilities.

For the remaining outline elements of the planning application, location and height of new buildings (Buildings 1, 2, 5, 6, 7, and 8) are not specified. Instead, a series of parameter plans set out the maximum height, footprint, and location of proposed buildings. These form the parameters that have been assessed in the EIA. The parameters also identify minimum widths setting buildings back from the Planning Application Boundary and nearby residential dwellings. Buildings would generally be up to 5 storeys in height, with Building 4 the tallest at 8 storeys (ground plus 7).

The highways access from Norman Way is fixed, as is the location of The Tins crossing, but any other internal access roads and car parking areas are not fixed.

To demonstrate one way the Proposed Development could be constructed in line with the parameters an Illustrative Masterplan has been prepared (**Figure 3**).

Drainage

Sustainable Urban Drainage Systems (SuDS) including filter drains, swales, permeable pavements and detention basins will be designed within the landscape to hold and naturally filter surface water to prevent polluted surface water run-off. The ground will also be re-graded as necessary to ensure water is captured and directed appropriately. Further details will be considered at the reserved matters application stage.

Wildlife, Nature and Sustainability

To further enhance the environment for nature, tree planting of native species, the creation of ponds and habitats will encourage plants and animals. Other sustainable development measures include:

- Renewable Energy such as air sourced heat pumps and PV panels;
- Monitoring and reporting of energy usage;
- Encouraging sustainable travel;
- Designing buildings to be robust;
- Designing measures to prevent overheating, providing shading, sound insulation and reducing the risk of glare of shiny building surfaces; and
- Reusing water captured within the Proposed Development.

Figure 3: Illustrative Masterplan Layout for Parcel A



Parcel B

Parcel B has been set aside specifically for enhancing biodiversity; with insect-focused habitats including aggregate cliffs and structural shrub planting. A variety of aggregate would be imported to Parcel B, including crushed concrete, flints, gravel, river or coastal dredging. A varied topography would be created together with some south-facing vertical faces of compressed sharp sand and limestone dust to form the material for solitary bees and wasps which burrow into the material to lay eggs. A significant area of the Parcel B would be sown with an open sward mixture, particularly of annuals and biennials together with significant areas of bare ground. Management would be low key, with the occasional ripping of the soil/aggregate to keep an ‘open mosaic’ an important habitat type that provides ideal conditions for invertebrates.

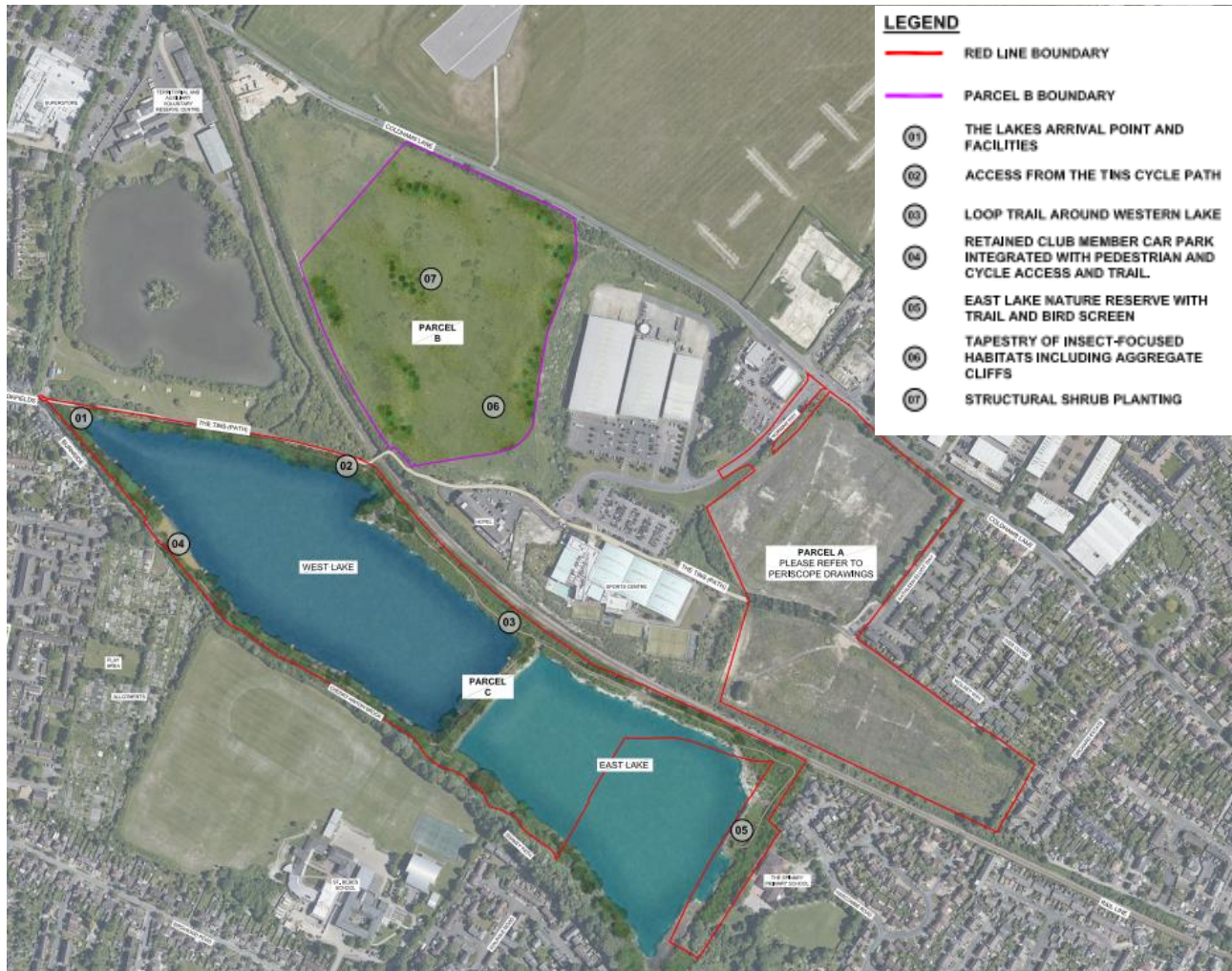
Other than limited managed access, no public access is proposed to Parcel B so the existing servicing access arrangements off Coldham’s Lane will remain in place for occasional use.

Parcel C

Parcel C ‘The Lakes’ would be opened to the public for informal recreation. West Lake would allow opportunities for the public to interact with wildlife, while East Lake would focus on protecting and enhancing

wildlife. Park furniture such as benches, bins, interpretation and orientation boards, fencing, gates and cycle stands will be provided around both the Lakes. New pathways would follow the contours of Cherry Hinton Brook and around the lakes forming a nature trail along the north of the East Lake. **Figure 4** shows the illustrative masterplan for Parcel C. New habitats would be created to provide nesting and roosting opportunities for birds and bats.

Figure 4: Illustrative Landscape Masterplan Parcel C



4. ALTERNATIVES AND DESIGN EVOLUTION

The Project has been subject to public consultation since April 2023 which has helped shape the design. The evolving design options were a response to the environmental opportunities and constraints associated with the EIA Project Site and its surroundings, in addition to planning policy and previous development proposals. A number of interim design options were considered by the Applicant, and throughout the design process, the position, size and height of the buildings located in Parcel A were altered in relation to the neighbouring properties. The final design used large buildings with stepped massing. This provided the neighbouring properties with the most protection from operational noise/light impacts. This final design also allowed for a relatively open and welcoming landscaped entry from Norman Way and incorporated recreational green space within the overall plan.

Due to the historic use of Parcel A as a landfill, the design proposals include the incorporation of a capping layer and measures to protect from the build-up of ground gas, in order to provide suitable protection to the buildings and users. This impermeable capping layer would also prevent rainwater from soaking into the

ground and then washing contamination off into the Lakes during heavy rain periods. Ponds will also be lined with impermeable lining.

In order to prevent a build-up of underground gas from entering buildings in Parcel A, gas protection measures are proposed, including gas venting within landscaped areas.

5. CONSTRUCTION

It is anticipated that the construction works would start in Q3 2024 and be complete by the end of Q4 2030 and operational by 2031. The principal stages of construction for the outline proposals within Parcel A are as follows:

- Pre-commencement Surveys and Exploratory Works;
- Site Set-up and Enabling Works;
- Access, Groundworks and Remediation;
- Structural Works;
- Mechanical, Electrical and Plant (MEP) and Fit-out; and
- Landscaping and External Works.

The installation of trails, fencing and planting within Parcel C will be delivered in advance of Parcel A. By virtue of the limited works in Parcels B and C, no remediation is anticipated to be required within Parcels B and C. The hours of construction works would be agreed with CCC and secured via an appropriately worded planning condition, but are anticipated to be as follows:

- 08:00 to 18:00 hours Monday to Friday;
- 08:00 to 13:00 hours Saturday; and
- No working on Sundays or Bank Holidays.

Some, limited, activities such as the delivery of abnormal loads and piling, may have to be undertaken outside these periods, in which case this would be subject to prior agreement and reasonable notice with CCC.

Construction Environmental Management Plan

The nature, extent and magnitude of likely adverse effects associated with construction works are largely dependent on the implementation of effective management controls e.g. use of plant with low noise and vibration levels, and use of properly maintained plant.

A Construction Environmental Management Plan (CEMP) will be prepared in accordance with relevant guidance for agreement with CCC and would be implemented by the appointed contractor. The commitments made within the ES would be incorporated into the CEMP in advance of the commencement of construction works. The CEMP would set out a protocol for how the construction works are managed, the types of equipment to be used, and how complaints can be made.

6. SOCIOECONOMICS

During the construction phase, the Proposed Development would result in some socio-economic impacts through the generation of economic activity. Construction activity on-site would support temporary employment, with on-site workers providing additional expenditure in the surrounding area, and potentially placing additional demands on local services. However, no significant socio-economic effects are anticipated to occur during the construction works, a temporary period.

Once complete, the Proposed Development is expected to result in a range of significant beneficial effects, including the creation of 3,135 jobs (**moderate beneficial**), and access to open space and play space (**major beneficial**) and recreational and educational use of the Lakes (**major beneficial**) for current and future residents. The Proposed Development would also provide opportunities for healthier lifestyles owing to the provision of new and enhanced outdoor space for recreation (**moderate beneficial**). The Applicant will

implement mitigation measures to further improve the beneficial socioeconomic impacts of the Proposed Development. Mitigation will include: ensuring all staff working at the Proposed Development will earn a living wage; encouraging apprenticeship opportunities and promoting community engagement.

7. TRANSPORT AND ACCESS

The Application Site, in particular Plot A is suitably served by the existing highways network, providing onwards connections to Cambridge city centre and the strategic highways network. It is also well served with pedestrian and cycle routes, within and adjacent to the Application Site, including The Tins and Snakey Path. Public transport connections via bus that connect to the city centre are located a short walking distance from the Application Site.

The CEMP will confirm the hours of operation and vehicle routes to be used by all Heavy Goods Vehicles (HGVs) travelling to/from the Application Site. Furthermore, it is anticipated a Construction Logistics Plan would be secured by condition and agreed between CCC, the contractors and the Applicant with strict monitoring and control of vehicles accessing the construction site. The construction period of the Proposed Development is anticipated to have a negligible effect on all links within the study area.

The Proposed Development proposals are supported by a package of measures that will actively promote and encourage walking and cycling, building on existing high mode share of both uses for journeys to work. This will be supported by the implementation of a Travel Plan, and financial contributions to offsite transport to improve public transport provision and pedestrian and cycle facilities.

Overall, it is concluded that the Proposed Development, with the implementation of the mitigation identified has **no residual significant adverse** environmental transport-related effects during the operational phase. Minor adverse effects were identified with some of the road links in terms of severance however these are **not significant**.

8. AIR QUALITY

The likely effects on local air quality during construction relate to nuisance dust and exhaust emissions from construction vehicles. A range of measures to minimise or prevent dust and reduce exhaust emissions generated by construction activities would be set out in the CEMP and implemented throughout the construction phase. Therefore, it is considered that likely effects due to dust emissions would be **insignificant**.

Comparison of the forecast peak construction traffic against the existing traffic around the Application Site, the existing background levels of air pollutants and the proposed number of vehicles, indicates the effects would be **insignificant**. Nevertheless a CLP will be agreed with CCC and implemented to control traffic routing.

A detailed modelling exercise has been undertaken to assess likely effects on local air quality associated with changes to road traffic from the Proposed Development. The modelling indicates levels of nitrogen dioxide and particulates would not exceed nationally accepted limits at any of the nearby residential properties in 2031. It is concluded that the likely effect of the Proposed Development on levels of nitrogen dioxide and particulates would be **insignificant**.

9. NOISE AND VIBRATION

During the construction phase an increase in the noise and vibration is predicted, when works are undertaken close to the sensitive receptors (such as residents close to the Application Site). By monitoring noise levels during the construction works, along with the careful selection of methods of working, through the CEMP, it is anticipated that construction noise impacts would range from **negligible to local, temporary, short-term moderate adverse effect** (considered **not significant** as within the threshold limits).

Due to the distance from works to receptors, taking account of the type of works, all potential vibration effects during construction are predicted to be **negligible**.

Noise from construction vehicles is predicted to be **negligible**, other than along Katherine Elliot Way, where **minor adverse** effects (**not significant**) are predicted. A CLP would be agreed with CCC to minimise noise from construction vehicles.

Where the Proposed Development is operational it is predicted that noise and vibration from the operations and the use of building plant would be **negligible** subject to the buildings being designed and constructed in line with the requirements of CCC, which would be set out by a planning condition.

Although **minor adverse** effects are predicted for houses on Harcombe Road and Hayster Drive and Kathleen Elliott Way, vehicle on-Site movements are predicted to be (**not significant**). Changes in road traffic as a result of the Proposed Development would not be perceptible and therefore the effect is likely to be **negligible (not significant)**.

10. GROUND CONDITIONS AND CONTAMINATION

Extensive ground investigations have been undertaken in Parcels A and C, which show that there is a shallow capping layer over the waste that was used to fill the former quarries in Parcel A. The nearest surface waterbodies include the on-site Lakes in Parcel C, and the Territorial Army Lake situated approximately 50m north-west of West Lake. Cherry Hinton Brook, a small chalk stream, runs in a north-westerly direction within the southern boundary of Parcel C. The EIA Project Site is underlain by water bearing rocks that are designated a Principal aquifer.

As would be expected for a former landfill, locally elevated levels of contaminants have been identified in some areas of Parcel A, which would require appropriate mitigation as part of The Project. Limited contamination has been identified in Parcel C, where the ground conditions are suitable for the existing and proposed recreational uses. Analysis of surface water from the East Lake, West Lake and Cherry Hinton Brook generally indicated low contaminant concentrations below the relevant assessment criteria.

In order to mitigate the impact on potential contaminants at the EIA Project Site, a detailed remediation strategy shall be developed for Parcel A and agreed with CCC and other relevant stakeholders. It is anticipated that at this stage this shall comprised appropriate working methodology during construction and the installation of an improved capping layer and gas protection measures.

With the incorporation of appropriate mitigation, the impacts regarding ground conditions are predicted to be **negligible** and (**not significant**).

11. ECOLOGY

There are two locally designated nature conservation sites within the EIA Project Site's boundary, Coldham's Lane Old Land Fill Site City Wildlife Site (CiWS) on Parcel A and Norman Cement Pit CiWS on Parcel C. Additionally, there are a further three CiWS's near the EIA Project Site.

Whilst The Project seeks permission to construct a series of buildings on Parcel A, the Proposed Development also includes for significant improvements in the management of Parcel C and B to improve the biodiversity value and ensure there is an overall net gain in the biodiversity value of the EIA Project Site.

During construction it is anticipated that with the implementation of the CEMP, implementation of habitat creation works and the landscaping proposals that there would be no adverse impacts either on the EIA Project Site or in the surrounding areas. It is considered that overall the works would result in **local** level effects of **negligible to minor beneficial** significance (**not significant**).

During the operational phase, long term habitat management proposals would be delivered to enhance existing habitats, develop new habitats and manage the use of the EIA Project Site, enhancing its ecological value whilst facilitating public access to Parcel C. Overall with the implementation of appropriate mitigation (such as restricted disturbance to habitats) and habitat management, it is anticipated that in the long term the Proposed Development will have a **permanent beneficial** effect at a **local** level of **negligible to minor** significance (**not significant**).

12. WATER RESOURCES

Construction activities have the potential to impact the surface water and groundwater on and around the Application Site. However, the potential adverse effects arising from construction activities would be mitigated via suitable management, risk assessments, method statements and appropriate temporary infrastructure, and this would be detailed within the CEMP. Therefore, with the implementation of appropriate mitigation the likely residual effects associated with construction activities would be **negligible to minor adverse (not significant)**.

The proposed surface water drainage strategy identifies sufficient surface water treatment for the potential pollution hazards generated by the Proposed Development, along with sufficient surface water storage to cater for extreme storm events. Points of connection to the public foul water sewer network will be agreed with the Water Authority, Anglian Water Services, and upgrade works undertaken as necessary. Therefore, the likely residual effects associated with the completed Proposed Development would be **negligible (not significant)** for discharge of surface water.

The Proposed Development includes the specification of water efficient fittings such as low flush toilets and low flow taps to achieve a target water consumption of 10 l/s per person per day. Drought tolerant planting is included across the Application Site in order to minimise water use further. Rainwater harvesting has also been integrated within the design. In addition, greywater recycling and condensate collection is also proposed. There would be a residual **medium-term minor adverse effect (not significant)** for potable water demand, then a **direct, long-term adverse** residual effect of **Negligible** significance (**not significant**) once Cambridge Water Resource Management Plan (WRMP) objectives are implemented.

13. TOWNSCAPE AND VISUAL

The results of the Townscape and Visual Impact Assessment (TVIA) identified some likely significant townscape and visual effects as a result of the Proposed Development.

The townscape impacts are largely associated with the landscape qualities of the EIA Project Site's context, which includes existing open landscape with additional ecological and biodiversity importance. The clear change in land use with the introduction of commercial uses results in a substantial change, the proposed mitigation measurements will not extinguish the Proposed Development's impact nor the likely residual significant effects.

Significant visual effects are likely to be experienced by users of The Tins (**major adverse - significant**), and residents on Kathleen Elliot Way (**major to moderate adverse - significant**). While the magnitude of change caused by a large-scale development will irreversibly change the views of both receptors, only The Tins results in likely residual adverse effects owing to the loss of existing views from the Gog Magog Hill which cannot be mitigated. However, the implementation of a high-quality landscape design along Kathleen Elliot Way is likely to mitigate impacts on the local residence by reinstating a pleasing landscape that contributes to local visual amenity.

The remaining townscape and visual receptors are not expected to experience a significant impact. The fundamental rationale supporting this conclusion is that the Proposed Development is located within an already diverse townscape character, which includes large scale commercial units within a largely residential area. Given the proximity to the existing commercial estate of comparable scale and form, the Proposed Development would be well integrated within the existing townscape and is not likely to significantly impact the skyline of Cambridge.

The proposed landscape framework is strategically located to mitigate relevant visual and townscape effects. Furthermore, the proposed green infrastructure aims to achieve a multifunctional potential, supporting recreational opportunities and therefore increasing the quality of the overall design.

14. CUMULATIVE AND INTERACTIVE EFFECTS

Two types of interactive and cumulative effects have been assessed:

- **Interactive Effects (or effect interactions):** These are where the overall effects of the Proposed Development may be greater at a receptor when combined, for example noise and dust; and
- **Cumulative Effects:** These are the effects of the Proposed Development in combination with other existing or approved development in the surrounding area which, when considered individually might be insignificant but, when considered together, could create a significant cumulative effect.

Interactive Effects

During the construction of the Proposed Development few likely significant effects have been predicted following the implementation of mitigation measures, pertaining to the increase in employment and noise from the construction works. It is not considered that the effects predicted at any receptor would be greater when these are considered in combination.

Once the Proposed Development is complete and operational, the residual effects predicted for each receptor are as set out below.

Local Residents:

- **Moderate beneficial (significant)** effects in terms of employment opportunities;
- **Major beneficial (significant)** effects in terms of increased access to open space and play space as well as recreational and educational use of the Lakes; and
- **Moderate beneficial effects (significant)** in terms of more opportunities to access healthy lifestyles.

It is considered that overall the interaction of these beneficial effects is not likely to result in any further significant cumulative effect than already identified (**moderate to major beneficial - significant**).

Ecological Receptors on Site:

- **Minor beneficial (not significant)** effects on the two CiWS's on the Application Site; including Coldham's Lane Old Land Fill Sites CiWS and Norman Cement Pit CiWS.
- **Minor beneficial (not significant)** effects in terms of enhancements to habitats and species.

Whilst the residual effects predicted for ecological receptors are all beneficial, they are minor in magnitude, and it is not considered that in combination they would result in a significant cumulative effect on this receptor.

Pedestrians surrounding the EIA Project Site:

- **Minor adverse (not significant)** effects with regard to pedestrian severance from increased traffic;
- **Major to moderate adverse (significant)** permanent effects on ramblers and cyclists on The Tins and PRoW 39/2 due to the loss of contextual open landscape and views of the Gog Magog Hill.

The predicted effects are all located at different locations in the vicinity of the EIA Project Site, therefore, these effects are not considered to result in cumulative effects.

Cumulative Effects

Eight reasonably foreseeable schemes were identified to be considered in combination to the Proposed Development, these were agreed with CCC, and are identified on **Figure 5**.

Figure 5: Location of Cumulative Schemes

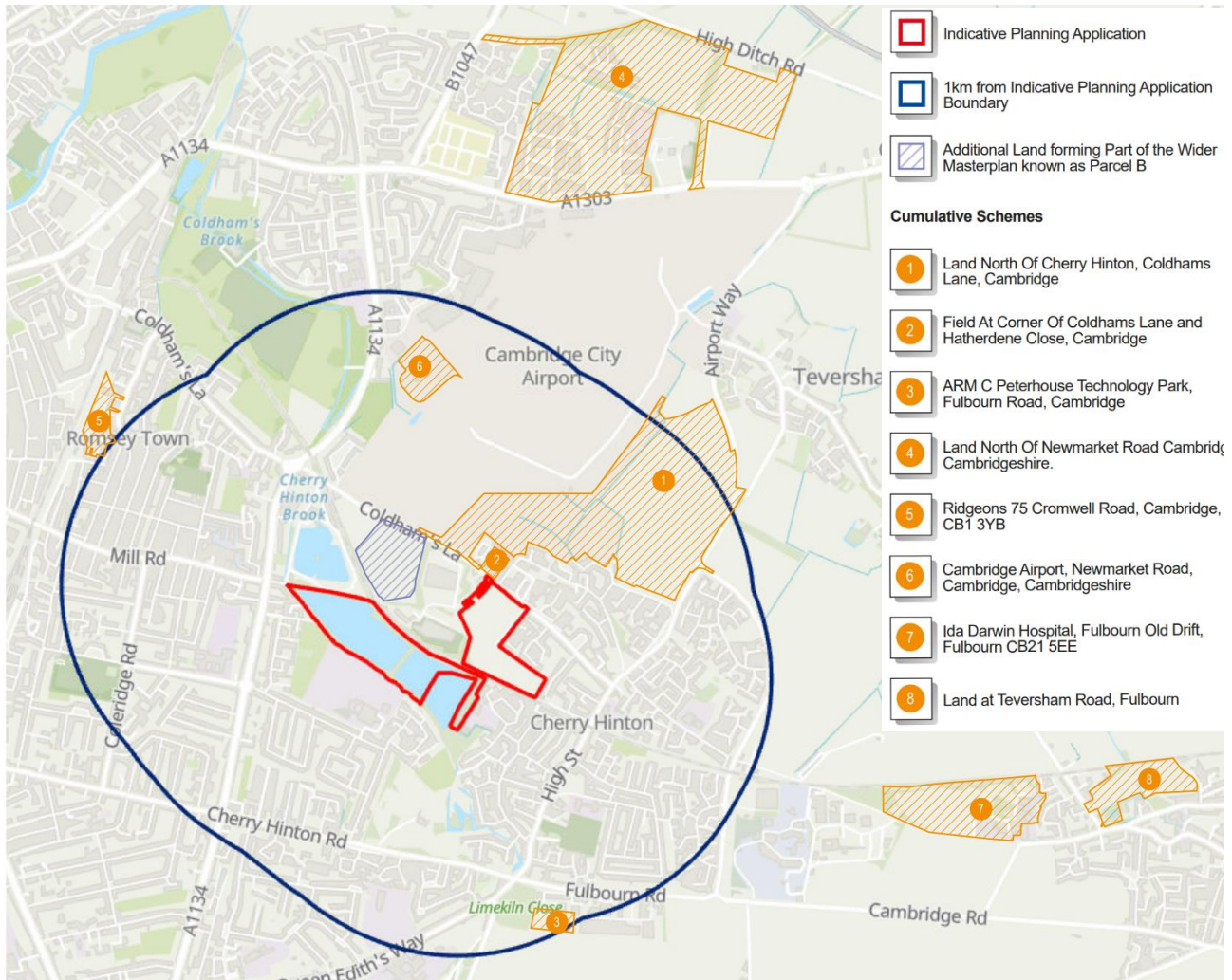


Table 3: Summary of Cumulative Effects Assessment

Assessment	Cumulative Effects
Socio-Economics	<p>All developments will generate construction employment but none of the cumulative schemes are identified as opening after the Proposed Development's opening year (2031), and hence there are no identified schemes that need to be taken forward into the cumulative effects assessment with regards to the effects on employment opportunities and housing needs and affordability.</p> <p>The Proposed Development and cumulative schemes would collectively increase access for open space and play space. The additional workers and residents at these developments would benefit from the improved public accessibility to the lakes on-site as well as greater opportunity for healthy lifestyles, therefore resulting in major beneficial cumulative effects (significant).</p>
Transport and Access	<p>The likely traffic effects of the Land North of Cherry Hinton (LNCH) residential-led development has been included as part of the baseline against which the potential effects of the Proposed Development have been assessed. Therefore, no cumulative effects are predicted in addition to those assessed already.</p>
Noise	<p>During construction, the field at corner of Coldham's Lane and Hatherdene Close has potential to temporarily, moderately, adversely impact the local residential communities. However, with implementation of CEMP, overall levels are expected not to exceed the construction threshold noise limit. Therefore, there is the possibility of negligible to local, temporary, short-term moderate adverse noise effects (not significant) and negligible to local, temporary, short-term minor adverse for vibration effects (not significant).</p>

Assessment	Cumulative Effects
	<p>Through the implementation of a Construction and Logistics Plan (CLP), additive cumulative traffic effects arising from construction traffic are considered to be negligible to local, temporary, short-term minor adverse (not significant).</p> <p>Operational cumulative traffic from the Proposed Development together with other cumulative schemes would still be negligible, with an up to minor adverse effect (not significant) for operational on-Site vehicle movements as per the Proposed Development in isolation.</p>
Air Quality	<p>Of the eight cumulative schemes, three are located within 700m of the Application Site. Therefore, there is the potential for cumulative dust effects at the nearest sensitive receptors to the Proposed Development and these developments. It is considered that, given the size of the developments, each site would implement a CEMP and so dust effects would be 'not significant' at all sites individually. It is expected that construction traffic routes for each of the cumulative schemes would be agreed with CCC and thus traffic could be re-routed to minimise or avoid potential impacts if the schemes were to be constructed at the same time. On that basis, the cumulative effect of generated traffic on local air quality would be, at worst, temporary and minor adverse (not significant).</p> <p>No operational cumulative effects are predicted in addition to those assessed already.</p>
Ground Conditions	<p>It has been assumed that the same mitigations employed at the Proposed Development would apply to all cumulative projects in terms of management plans and safe working practises. Therefore, the likely cumulative effects are anticipated to be negligible (not significant).</p>
Ecology	<p>In relation to designated sites, no significant impacts are considered to arise when the Proposed Development is considered alone. On this basis, no cumulative impacts could arise.</p> <p>During construction works, potential impacts on habitats (or plant species) outside of the EIA Project Site would be limited to dust impacts on habitats at and just beyond the EIA Project Site boundary. Only two projects are in such proximity to the EIA Project Site (Land North of Cherry Hinton and Field at Corner of Coldham's Lane And Hatherdene Close) and given the small size of areas potentially affected, it is considered that any cumulative effect would be negligible (not significant).</p> <p>Potential impacts on protected species during construction would be largely confined to the EIA Project Site itself and limited to noise disturbance. Given the availability of other resources within and nearby the EIA Project Site to protected species it is considered that any cumulative effect is negligible (not significant).</p> <p>Once operational, whilst the Proposed Development provides access improvements to Parcel C, the management proposed in this area will also ensure that any increase in recreational use is mitigated for in the long term. It should also be noted that the cumulative schemes will provide open space of their own, further increasing the availability of recreational resources in the wider area. On this basis it is considered that any cumulative effect on habitats and protected species is negligible (not significant).</p>
Water Resources	<p>Consideration of the Proposed Development with other cumulative schemes in the Greater Cambridge Area has been undertaken to assess the impact to potable water supply. A draft Water Resource Management Plan (WRMP) 2024 has been prepared by Cambridge Water exploring how it will meet future demand. Following implementation of third party strategic reinforcement schemes, leakage reduction, upgrades to the strategic supply by Cambridge Water, and chalk stream river restoration activities, the residual cumulative effects relating to regional groundwater resources and associated ecological and environmental receptors resulting from the operational phase of the Proposed Development and nearby schemes, or combinations thereof, would be a permanent (long term), regional / district effect of negligible significance and would be anticipated to remain negligible (not significant) over the operational lifetime of the Proposed Development and the other cumulative schemes surrounding the EIA Project Site.</p>
Townscape and Visual Impacts	<p>During construction, the greatest visual disturbance is likely to arise from cranes and other tall construction machinery operating on development sites. In long distance views, these would form a temporary disruption to the Cambridge skyline, resulting a temporary, moderate adverse cumulative effect (not significant).</p> <p>Once operational, two viewpoints do feature some cumulative visual effects, although both are at a long distance and the existing planting and intervening built form would provide some screening, therefore not resulting in any additional significant and adverse cumulative effects (and therefore not significant) than already reported for the Proposed Development in isolation.</p>

15. NEXT STEPS

The ES sets out details of what mitigation and monitoring is needed in respect of the predicted environmental effects of The Project both during the Works and once The Project is complete and operational. The majority of these measures will be secured as a condition of the planning permission or at a later detailed design stage and subsequent reserved matters applications.

The ES sets out a schedule of these measures and includes proposed monitoring and management plans such as the CEMP, CLP, Ecological Mitigation and Enhancement Strategy, Travel Plans and implementation of a detailed Surface Water Drainage Strategy and Flood Risk Assessment. The mitigation measures and strategies will be secured under a legal agreement known as a section 106 agreement or planning condition and will be discussed with CCC as the Local Planning Authority on this basis.

16. EIA REPORT AVAILABILITY AND COMMENTS

The ES can be viewed electronically on the website: [Home - Cambridge City Council](#)

Printed or electronic copies of the ES are available for purchase from Waterman on request:

Waterman Infrastructure & Environment Ltd

Pickfords Wharf

Clink Street

London

SE1 9DG

Email: ie@watermangroup.com

Additional copies of this NTS can be obtained free of charge. Please contact CCC or Waterman who can arrange for a copy to be provided.

MS^t/

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Project Newton

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